Delaware and Hudson Canal Company Gravity Railroad: Farview Park



Coach Rides at Farview Park. Photograph in the collection of the Carbondale Historical Society

S. Robert Powell, Ph.D.

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A History of the

Delaware and Hudson Canal Company

in 24 Volumes

S. Robert Powell, Ph.D., 1974
Indiana University, Bloomington, IN

Acknowledgements

The newspapers that were published in Carbondale during the nineteenth century were created by first class writers and editors and are primary historical documents of exceptionally high quality.

The fact that most of the components of that astonishing newspaper legacy from the nineteenth century in Carbondale are still extant is almost beyond belief, but they are, and that is a consequence of the foresight, intelligence, diligence, and perseverance of one man, Dilton Yarrington, who throughout his long life avidly collected—and had bound volumes created of—all the newspapers in his world.

We are very pleased to express here our thanks and gratitude to the writers and editors of those newspapers and to Dilton Yarrington for their splendid and epoch-defining work. Without those newspapers this 24-voulme history of the Delaware and Hudson Canal Company's Gravity Railroad could not be written.

Dilton Yarrington was born in Wilkes-Barre, October 8, 1803, the son of Peter and Naomi (Flint) Yarrington. On December 23, 1827, Dilton Yarrington married Rebecca Lambert of Wyalusing. On April 1st, 1847, they moved to Carbondale, where they lived in a house on Highland Avenue, in front of which was a row of forty-two finely formed and healthy white ash trees, one rod apart, that were planted by Dilton Yarrington. Those trees were widely regarded as the most beautiful rows of shade trees in Northern Pennsylvania.

Dilton Yarrington was a blacksmith and lumberman, who owned and operated a highly successful steam saw mill in Carbondale. He was fond of reporting that during his time in the saw mill business that he sawed about 36,000,000 feet of lumber, and about 20,000,000 feet of lath. His father, Peter Yarrington, was also a blacksmith, and it was he who made the first grate ever made to burn successfully anthracite coal. That grate was first used on February 22, 1808, in Judge Fell's residence on Northampton Street in Wilkes-Barre, and Dilton Yarrington was present at the time. As a blacksmith, Dilton Yarrington engaged in the manufacture of edge tools and agricultural implements, and his axes became famous with the early settlers of the region. He affirmed that it was his strong right arm that fashioned many of the tools which were used in the construction of the D&H Gravity Railroad. As a blacksmith he also once remarked that if all the horses and oxen he had shod in his lifetime stood in a line that they would reach from Wilkes-Barre to San Francisco.

Dilton Yarrington was an accomplished and highly successful blacksmith and lumberman, to be sure, but it was his lifelong interest in public affairs and newspapers that interests us most here. As a 9-year old boy, we learn from his obituary that "During the war of 1812 he served as errand boy to one of the army officers who were stationed at Wilkes-Barre and thus at an early age was

led to take a deep interest in public affairs. Every issue of the local paper was read aloud to the men employed in his father's blacksmith shop and the workshop soon became a once-a-week resort for the villagers to hear the blacksmith's boy read the latest war news." (**ANOTHER PIONEER GONE. / Dilton Yarrington Passed Away Last Evening—History of a Life That Grew With This Region.** *Carbondale Leader*, November 25, 1890, p. 4)

From a letter to the editor of *The New-York Tribune* that Dilton Yarrington wrote in 1888 (letter reprinted in the March 15, 1888 issue, p. 3, of the Carbondale newspaper, *The Journal)* we learn that when Dilton Yarrington learned that "a runaway apprentice boy from Vermont, named Horace Greeley" was about to start a newspaper, that he wrote Greeley immediately and subscribed to Horace Greeley's newspaper, a subscription that Dilton Yarrington maintained from that day on. Of Horace Greeley's *New-York Tribune*, Yarrington said that he considered it "one of the best—if not the very best—paper printed on earth."

In an interview written by "C" that was published in *The Wilkes-Barre Telephone* ("The Canvasser Walking and Writing," February 18, 1888, p. 2), Yarrington said to *C:* "Come with me and I will show you all the newspapers every [sic; should be "ever"] published in Dundaff and Carbondale since 1828. I have them all bound, two years together. They make a pile more than six feet high."

That pile more than six feet high of bound volumes of newspapers from Dundaff and Carbondale is the astonishing nineteenth-century newspaper legacy of Carbondale. Those bound volumes, all of which have now been microfilmed, are now in the archives of the Carbondale Historical Society and Museum.

S. Robert Powell
March 29, 2015

Overview

The industrial revolution in America was born on October 9, 1829, in Carbondale, PA, when the first cut of Delaware & Hudson Gravity Railroad coal cars, loaded with mass produced anthracite coal, headed up Plane No. 1 out of Carbondale for Honesdale and to market in New York City.

Those cars, filled with anthracite coal from mines in Carbondale, traveled over 16 miles of railroad tracks, made up of eight inclined planes and three levels, to Honesdale, where the coal was transferred into canal boats and hauled 108 miles, through the D&H Canal, to the Hudson River.

Most of the coal that was sent through the D&H system in the course of the nineteenth century was shipped south on the Hudson River to the New York metropolitan market and to many ports on the Atlantic seaboard, north and south of New York. A large quantity of anthracite coal was also shipped up the Hudson River to Albany, and shipped through the Erie Canal to the American Midwest.

The mining, manufacturing, and transportation system that became operational on that day between the anthracite mines of the Lackawanna Valley and the retail markets for that coal on the eastern seaboard and in the American Midwest was the product of enlightened entrepreneurial, technological, and managerial thought on the part of the officers, managers, directors, and employees of the Delaware and Hudson Canal Company. That system, the first private sector million-dollar enterprise in American history, was, at the same time, the pioneer expression on this continent of mass production, a mode of production that would thereafter characterize industry in America and around the world.

Mass production, the revolutionary engine that made it possible for the D&H to launch its mining, manufacturing, and transportation system in Carbondale on October 9, 1829, and to perpetuate that system well into the 20th century, came into existence when it did and lasted for as long as it did because a body of employees

and managers, within the context of a community, of which both groups were a part, chose to work together for their mutual benefit and enrichment, to mass produce and market a commodity, and in so doing to implement the clearly articulated production and marketing objectives of “the company,” the Delaware and Hudson Canal Company.

In this 24-volume work on the D&H,* we will (1) document the history of that mining, manufacturing, and transportation system, with a special focus on the rail lines of the Delaware and Hudson Canal Company in northeastern Pennsylvania, from the opening of the D&H Gravity Railroad in 1829 to the anthracite coal strike of 1902; and (2) demonstrate that the history of that mining, manufacturing, and transportation system, the D. & H. C. Co., from 1829 to 1902, is, at the same time, not only an illustration of eight decades of fine tuning by the D&H of their mass production procedures and techniques but also a full-bodied expression and record, both from the point of view of the D&H and from the point of view of its employees, of the birth, development, and first maturity of the industrial revolution in America.

This is a success story, directed by America’s pioneer urban capitalists, and implemented by them and the tens of thousands of men, women, and children who emigrated from Europe to the coal fields of northeastern Pennsylvania in the nineteenth century to work for and with the D&H and to start their lives over again. This is a success story that is important not only within in the context of local, state, and regional history but also within the context of American history. It is a compelling story.

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*The present volume focuses on Farview Park. Each of these 24 volumes will focus on one aspect of the history of the Delaware and Hudson railroad, from the opening of the Gravity Railroad in 1829 to the anthracite coal strike of 1902. Each volume will be an autonomous entity and published separately.

Table of Contents

0901

Passenger Travel on the D&H to Scranton before 1877

Passenger travel on the D&H Gravity Railroad began in 1859, as we demonstrated in Volume VIII in this series, when a passenger car was run over the line from Carbondale to the foot of Plane C in Archbald. In November of that same year, another experimental passenger run was made, this time to the then new village of Olyphant. Regular passenger service to the foot of Plane No. 23 in Olyphant was established shortly thereafter.

These initial passenger runs were very popular with the traveling public, and the D&H tracks were soon extended to Providence, with regular passenger travel scheduled. The passenger cars themselves were upgraded by the D&H from the perspective of passenger comfort and warmth.

"The Passenger Cars. 'Our Passenger Cars,' or the Passenger Cars now run on the Del. & Hud. Canal Co.'s Railroad to Providence, within two and one-half miles of Scranton, have become an established and highly popular institution. They far exceed the most sanguine anticipations. The trip to Providence is a pleasure. The cars are elegant and comfortable, well cushioned and well warmed, and they run by gravity on fair locomotive time. The mails reach us in about one and a half hours from Scranton, and passengers arrive in good spirits, full of praises for the cars. / Depots are about being built here, and every disposition is manifested to provide fully for the convenience of freight and travel." *(Carbondale Advance,* February 18, 1860, p. 2)

By April 1860 three round trips were available to the traveling public between Carbondale and Providence, as shown in the timetable given below from the *Carbondale Advance*, April 28, 1860, p. 4

RAILROADS, &C.

RAIL-ROAD NOTICE.

THE CARBONDALE & PROVIDENCE PASSENGER TRAINS.

UNTIL FURTHER NOTICE, WILL BE RUN AS FOLLOWS:—

Leave CARBONDALE, at........... 6 00 A. M.
" " "............8 30 "
" " "............2 00 P. M.

RETURNING,

Leave PROVIDENCE at............ 8 15 A. M.
" " ....11 35 A. M.
" " .... 4 40 P. M.

OMNIBUSES

Will be in waiting for the conveyance of Passengers to and from the Trains upon the Del. Lack. & Western and Lackawanna & Bloomsburg Railroads.

C. P. WURTS,
Supt. D. & H. C. Co.

OFFICE OF THE DEL. & HUD. C. Co.,
Carbondale, April 20, 1860.

Carbondale to the foot of Plane No. 23 by the Gravity inclined-planes system. From the foot of Plane No. 23 to Providence on Gravity tracks in Gravity cars pulled by Gravity-gauge steam locomotives.

An omnibus, or urban coach, was waiting at Providence to convey passengers to and from Delaware, Lackawanna and Western and Lackawanna & Bloomsburg trains.

By August 10, 1871, three round trips were available to the traveling public on the Valley Road between Carbondale and the DL&W depot on Lackawanna Avenue in Scranton, as shown in the timetable given below from the *Carbondale Advance,* October 14, 1871.

Carbondale Advance, October 14, 1871, p. 3

DELAWARE AND HUDSON R. R.

Takes Effect August 10th, 1871.

> Gravity-gauge passenger cars were used by the D&H on the Valley Road until August 1871, when two standard-gauge coaches, Nos. 1 and 2, and five box cars, were obtained from the Rensselaer & Saratoga Railroad Company. These were the first D&H passenger cars to go all the way to the DL&W depot.

TRAINS MOVING SOUTH.

	1. A. M.	3. P. M.	5. P. M.	7. P. M.
Carbondale,	8.00	12.00	2.50	3.20
Gibsonburg,	8.16	12.14	3.04	
Archbald,	8.25	12.22	3.12	4.00
Peckville,	8.35	12.30	*3.20	
Olyphant,	8.42	12 37	3.26	4.50
Dickson,	8.52	12.43	*3.32	5.00
Providence,	8.59	12.48	3.37	5.20
Green Ridge,	9.04	12.50	3.40	5.30
Scranton,	9.10	12.55	3.45	5.40
D. L. & W. Depot,	9.15	1.00	3.48	

> Providence to Green Ridge to Scranton (Vine Street) to the DL&W Depot.

TRAINS MOVING NORTH.

	2. A. M.	4. P. M.	6. P. M.	8. A. M.
D. L. & W. Depot,	10.00	1.35	5.00	
Scranton,	10.05	1.38	5.05	7.00
Green Ridge,	10.10	1.43	5.10	7.20
Providence,	10.13	1.45	5.15	7.30
Dickson,	10.18	*1.50	5.20	7.40
Olyphant,	10.23	1.55	5.23	7.50
Peckville,	10.30	*2.00	5.38	
Archbald,	10.38	2.08	5.48	8.30
Gibsonburg,	10.46	2.16	5.58	
Carbondale,	11.00	2.30	6.20	9.20

* Stop only on signal.

All Passenger Trains make close connection at the Depot of the Delaware, Lackawanna & Western R.R., Scranton, with Trains for New York and the West; with the Lackawanna & Bloomsburg, for the South; and with the Lehigh & Susquehanna, at Green Ridge.

> "All Passenger Trains make close connections <u>at the Depot</u> [emphasis added] of the Delaware, Lackawanna & Western R. R. . . "

The Freight Train (Nos. 7 and 8) will run on the Gravity Road, as heretofore, untill further notice.

> Freight trains to continue to run on the D&H Gravity line between Carbondale and Olyphant

R. MANVILLE, Supt.

For a more comprehensive presentation on passenger service on the D&H Gravity Railroad before 1877, see Volume VIII in this series, Section 0811:"Passengers on the Gravity Railroad to Honesdale before 1877."

0902

Passenger Service Initiated on the Gravity Railroad to Honesdale, 1877

Passenger service, Carbondale/Honesdale/Carbondale, was initiated on the Gravity Railroad on Thursday, April 5, 1877:

"A passenger train is henceforth to be run over the gravity road between Carbondale and Honesdale. The running of trains commenced on Thursday morning of this week. Two trains will be run daily. The first one leaves Carbondale at 8:15 A. M. and the second at 3:15 P. M. Leave Honesdale at 7:30 A. M. and 2:45 P.M. The fare will be eighty cents. The enterprise renders communication between the two places much more pleasant and quick than it has formerly been, and will be taken advantage of by the travelling public. The trip will be a very pleasant one during the summer. We understand that this was brought about mainly by the influence of Honesdale people. The stage will undoubtedly have to be withdrawn in course of time and the mail carried over the gravity road." *(Carbondale Leader,* Saturday, April 7, 1877, p. 3)

The passenger trains on the Gravity Railroad were an immediate hit with the public:

"The new passenger trains on the gravity road have now been running over a week and have been well patronized. The trip is very exciting and interesting to those who have never been over such a route. The ride over the mountain from Carbondale to Waymart is enjoyable in its way, while that from Waymart to Honesdale is easier and very much pleasanter. The rugged scenery on this side the mountain adds to the novelty of the trip; and when the tourist reaches the summit and beholds the broad stretch of country before, behind, and around him he is filled with wonderment. The descent of the other side of the mountain is made in quick time. Perhaps the most interesting part of this route is from Waymart to Carbondale, Shepherd's Crook being the point of greatest interest on the entire route. The fare for the round trip is fixed at $1.60. If it were less we think the company would make more money, for there would certainly be more passengers both ways. As it is, the fare for the round trip is $1.40 less than by the stage line, and, such being the case, since the trains commenced to run the stage line has been nearly deserted. Travelling agents prefer the gravity road as now run to the slow and tedious stage line, and would probably prefer it if the price was the same as by the stage. The trip is made a good deal quicker, is ever so much pleasanter, and does not tire the traveler one-fifth as much as does a ride in the jolting stage. The new arrangement may be said to have ruined the business of the stage line. It has also hurt the livery business both here and at Honesdale to a considerable extent. But

the travelling public seems to be satisfied with it; and as the trains were put on for the accommodation of the travelling public it does not care if they have injured liveries and stages. William Rosser runs the train from Carbondale to Honesdale and return, and Samuel Penwarden runs the one from Honesdale to Carbondale and return." *(Carbondale Leader,* April 14, 1877, p. 3)

A sniveling and myopic journalist for the *Carbondale Leader* was bothered by the coal cars on the Gravity road, noting that the passenger cars were prevented from traveling on schedule because they are hindered from doing so by coal cars:

"If no coal is run over the gravity road from June 15 to July 15, the passenger trains will have full swing over the road, and will not be hindered at all in making their trips on time. It will be a pleasant time then for excursion parties to go over the route and view the delightful scenery which is here to be seen at that season of the year. The trips are now generally made on time, but if the coal cars are all out of the way—and where will they put them out the way?—the ride will be much pleasanter." *(Carbondale Leader,* May 26, 1877, p. 3)

The D&H, for its part, did everything possible, to make the Gravity Railroad a first-class experience for the traveling public, including the building of new passenger coaches with seats that ran across the car and not lengthwise:

"New passenger coaches are being built here for the Gravity Railroad, and will be placed upon the road by the first of October. They are now receiving the finishing touches at the hands of the painters. They will be a decided improvement in one respect, at least, over the cars now in use, and that is the seats are to run across the car instead of lengthwise. The addition of these coaches will make the road first-class and still more attractive to the traveling public." *(Carbondale Advance,* September 22, 1877, p. 3)

In 1878, travelers from as far away as Jersey City were encouraged to travel to Honesdale by the Erie and from there to Carbondale via the Gravity Railroad to attend the one hundredth anniversary of the Wyoming Massacre. The D&H offered half-fare excursion tickets to travelers who did so, and noted that "Experienced travelers every one say that the scenery on the Gravity Road from the highest mountain point looking towards the far-off Hudson River, surpasses anything of the kind in the United States. The pleasure of riding at first-class railway speed without dust from a locomotive is also heartily appreciated by every one traveling over this splendidly furnished route." Here is the article that was published in the *Port Jervis Daily Union* about this trip to the scene of the Wyoming Massacre:

"Over the Gravity Road. / A PLEASANT TRIP TO THE SCENE OF THE WYOMING MASSACRE. / The one hundredth anniversary of the massacre of Wyoming is the general topic on the streets and in the newspapers of Northern Pennsylvania at present. The celebration will be national in character, and will be largely attended by the leading men of the Union. The President, with several of the Cabinet, leading Generals of army, also prominent naval officers, together with the Governors of the thirteen original states, which includes their staffs, will certainly be present. There being no celebration of magnitude anywhere this year on the Fourth, Luzerne Co., Pa., will be the chief point of interest. Protection Steam Fire Company, No. 3, of Honesdale will take part in the parade. The Gravity Road of the Delaware & Hudson Canal Co. across the Moosic Mountains, from Honesdale to Carbondale, there connecting with its road to Wyoming and Wilkes-Barre, will run excursion trains at half-fare, and no better time is offered to residents along the line of the Erie between Honesdale and Jersey City, to visit Northern Pennsylvania and enjoy the delightful and romantic scenery of the Moosic highlands along the Delaware & Hudson Company's new gravity passenger route from Honesdale to the Lackawanna and Wyoming coal fields. The Gravity Railroad is provided with new and convenient cars, and travelers greatly enjoy a trip over the mountains in open excursion cars, provided by the company for tourists. Hundreds of miles of hill and dale, dotted here and there with pleasant rural villages and country church spires inspire the enchanted sight-seer with awe. Far away in the distance the Catskill Mountains can be seen when the air is clear. Experienced travelers every one say that the scenery on the Gravity Road from the highest mountain point looking towards the far-off Hudson River, surpasses anything of the kind in the United States. The pleasure of riding at first-class railway speed without dust from a locomotive is also heartily appreciated by every one traveling over this splendidly furnished route. Passengers from the East over the Erie Railway, arrive in Honesdale in time to take the 3 P.M. Gravity train for Carbondale, and can there make immediate connection for Scranton, Wilkes-Barre, and on through the Lehigh Valley to New York and Philadelphia, thus making a very pleasurable circle or roundabout trip. Quite a number of Goshen people intend visiting the Wyoming Celebration. Why cannot Goshen, Middletown and Port Jervis unite in a grand excursion to the Wyoming Valley on this occasion?—*Port Jervis Daily Union." (Carbondale Leader,* June 15, 1878, p. 2)

Passengers locally, the *Carbondale Advance* noted in June of 1878, were very pleased to ride on the D&H Gravity Railroad, "the most picturesque route in the country.":

"Passengers assert that the Gravity, between Carbondale & Honesdale, is the most picturesque route in the country. They enjoy it exceedingly." *(Carbondale Advance,* June 22, 1878, p. 3)

In August of 1878, a large excursion of distinguished folks, mostly from out of town, were treated to a ride on the Gravity Railroad to Honesdale as guests of Superintendent Manville:

"Excursion to Honesdale. / A large excursion party visited Honesdale on Wednesday, and among them we noticed the following persons: Sup't Manville, wife and son, of this city, accompanied by G. L. Dickson, wife and son, J. R. Fordham and wife, W. B. Culver and wife, Mr. and Mrs. Langstaff, Mr. and Mrs. Bessell, Uncle John Raymond, Mr. Griffin and daughter, and Miss Blair, of Scranton, Mr. and Mrs. John Dorrance, of Freehold, N. J., Mrs. Bilger and daughter of Philadelphia, the Misses Dawson and Miss Ballantine, of Newark, N. J., Mrs. Craig, of Troy, N. Y., Miss Law, of Wilkes-Barre, Mr. and Mrs. Andrew Watt, Mr. and Mrs. Thomas Orchard, and Master Harry Van Bergen, of Carbondale." *(Carbondale Advance*, August 31, 1878, p. 3)

In March 1879, working with the Erie Railroad, the D&H organized excursions from New York to Honesdale to Carbondale to Dunmore to Hawley (on the Pennsylvania Coal Company's Gravity Railroad from Dunmore to Hawley):

"NEW EXCURSION ROUTE. / Arrangements are being perfected for the opening of a new excursion route for pleasure travelers, during the coming summer. Ever since the D. & H. C. Co. put passenger cars on the gravity road between this city and Honesdale, the attention of pleasure tourists has been drawn to it, not only because of the wild and romantic mountain scenery along the route, but in view of the novel method of passage, and the various curiosities connected with the anthracite coal regions, and the processes of mining, preparing and transporting the coal to the seaboard markets. In anticipation of a large proportion of the pleasure travel being diverted to this route, the D. & H C. Co. have provided a number of open cars, specially arranged for the comfort of tourists, and in connection with the Erie Railway Company, a time-table will be prepared by which parties from New York and other cities can make the trip with great comfort and at a very reasonable rate. Those who desire to extend their visit and researches farther down the valley, may proceed to Scranton, and thence home via the Pennsylvania Coal Company's road to Hawley. This latter road has long been a favorite one with pleasure tourists and it presents to a great extent the same features as our gravity road to Honesdale. Such a trip can be accomplished speedily and give considerable time for the examination of the many interesting objects to sight seers all along the route." *(Carbondale Leader*, March 22, 1879, p. 3)

In June 1879, about 60 members of the Massachusetts Press Association were brought to Carbondale from Oneonta by a special D&H car. They then journeyed to Honesdale, accompanied by a delegation of journalists from Scranton, on the Gravity Railroad. What a perfect way to promote an excursion route—invite 60 journalists to go for a ride.

"**Press Excursion. /** The members of the Massachusetts Press Association, numbering about sixty, reached here by special Del. & Hud. car from Oneonta a little before noon on Thursday. They were met at our depot by a delegation from Scranton, who accompanied them over the Gravity Road to Honesdale, where they dined. They returned in the afternoon, and immediately

passed on to Scranton. The will 'do' Scranton and Mauch Chunk this week, and spend the Sabbath at the Delaware Water Gap." *(Carbondale Advance,* June 28, 1879, p. 3)

One of those journalists, Mr. Justin Jones, writing for the *Yankee Blade*, wrote a glowing account of the trip by the Massachusetts editors over the D&H Gravity Railroad, noting, we are pleased to read, that "in the opinion of these excursionists [from Massachusetts], this ride [over the D&H Gravity Railroad] exceeds in romantic beauty the famous switchback route, near Mauch Chunk.":

"THE GRAVITY ROAD. / Among the Massachusetts Editors, who recently made an excursion through this section of country, was Mr. Justin Jones, known as 'Harry Hazel,' of the *Yankee Blade*. We give below his account of the ride to Honesdale and back on the gravity road. We have already published the fact that in the opinion of these excursionists, this ride exceeds in romantic beauty the famous switchback route, near Mauch Chunk:-- / Who, that participated on that lovely day, will ever forget the exciting ride over the Moosic mountains in the open cars of the Gravity railroad, from Carbondale to Honesdale, and by some seemingly mysterious arrangement of those wondrous railways brought back to the point of starting over another track, without being conscious of a switch or a crossing during the entire ride? Up the steep grades by the power of stationary engines, and on the down grades by the force of gravity alone, each car is as easily controlled by the brakeman as is a horse car on a level road. At times, on the downward grade we were speeding, almost flying, thro' the air at a rate of not less than forty-five miles an hour, around short curves, over the crown of embankments whose steep precipices make the heart jump to look below, across dark-looking ravines spanned by slight-looking bridges, and down steep descents that would make one shudder were it not 'assurance made doubly sure' that danger from accident was as far remote as on ordinary railways. This ride is a novel experience—an exhilarating sensation—one that wakes up a man so fully that he is almost surprised that is possible that he can be made so thoroughly wide awake; and with perceptive faculties thus opened, and his whole soul thrilling with the grandeur and magnificence of mountain and valley scenes, constantly opening before his enraptured vision, he feels transported above the ordinary levels of life to a much higher altitude than the summits of the grand old mountains themselves." *(Carbondale Leader,* July 19, 1879, p. 2)

In October of 1879, the D&H introduced winterized passenger coaches on the Gravity Railroad, "to keep passengers comfortable during the coldest days of winter.":

“The passenger coaches on the gravity road are in shape to keep passengers comfortable during the coldest day of winter.” *(Carbondale Advance,* October 25, 1879, p. 3)

In July of 1880, St. John's Church of Honesdale hosted a "pic-nic" at Dimock's Grove in Waymart. The Carbondale Rifles were invited to attend and did, in fact, accept the invitation to attend the pic-nic. The formula for success was beginning to take shape: outing of a community organization in a park-like environment or at a picnic grove + entertainment and/or program of activities at a destination reached by the Gravity Railroad.

"**Pic-Nic at Waymart. /** St. John's Church of Honesdale will hold a pic-nic in Dimock's Grove, Waymart, on Monday, the 5th. For the accommodation of those of our citizens who desire to attend, the train will leave Gravity Depot at 8 a.m. / The Carbondale Rifles have accepted an invitation to be present." (*Carbondale Advance*, July 3, 1880, p. 3)

In August 1877, Mrs. L. A. Munger and Miss Carrie Smith organized a "pic-nic" at Shepherd's Crook. Among the members of this very genteel excursion outing, numbering about a hundred persons, were the members of the Amateur Orchestra and the Chorus Club.

"A Pleasant Pic-Nic. / One of the most enjoyable rural entertainments commonly known as pic-nics, was the one arranged by Mrs. L. A. Munger and Miss Carrie Smith, and held at Shepherd's Crook on Friday last. The morning was not a promising one, but as we ascended the mountain the mists cleared away and a glorious day dawned upon us. So much has been said both well and truthfully of the beauty of the scenery along this route that we will not here repeat the oft-told tale, but land our merry party—numbering nearly one hundred—at the Crook, where shouldering our baskets we wended our way up the hill to the pic-nic ground. The Amateur Orchestra, who by special invitation accompanied the party, here established themselves in a delightful leafy bower, and gave us from time to time some very good music, which added much to the enjoyment of the occasion, and set the merry echoes ringing among the rocks and hills. Several members of the Chorus Club were present, and their 'tuneful songs were wafted by the breezes down the dell.' Most of the party wandered off in little groups, gathering mosses, ferns and mountain ivy, while a few busied themselves preparing for the rural feast. Mr. J. W. Munger made lemonade that did him credit; while Mr. T. R. Lathrope 'brewed' coffee which rivalled that at the celebrated Vienna Cafes. Mrs. Munger and Miss Smith entertained their numerous guests in their leafy banquet hall with as much ease and grace as if they had been at home in their own parlors. To mention the names of all who assisted in making the affair a grand success would be to give a long catalogue of the names of all present. Four o'clock came all too soon, and as we wended our way down the path homeward, the grand old woods that had seemed glad to have their solemn silence broken, echoed back the merry 'Tra, la, la!' and while they waved us graceful adieux, still they beckoned, inviting us to come again and spend another happy day." *(Carbondale Advance*, August 25, 1877, p. 3)

From an etymological point of view, it is very interesting to note that the journalist who wrote-up the Munger/Smith outing at Shepherd's Crook not only hyphenated the word ("pic-nic") but also defined the nature of the event ("One of the most enjoyable rural entertainments commonly known as pic-nics. . .") suggests that the word must have entered American usage in post-Civil War America.

The pic-nic hosted by Mrs. L. A. Munger and Miss Carrie Smith at Shepherd’s Crook in August 1877 was surely a genteel event. In the account given above of the Munger/Smith pic-nic at Shepherd's Crook we read: " Mrs. Munger and Miss Smith entertained their numerous guests in their leafy banquet hall with as much ease and grace as if they had been at home in their own parlors." Surely that pic-nic at Shepherd's Crook did not differ in any important ways from the scene portrayed in *The Picnic* by Thomas Cole (1801-1848), which is shown below.



The Picnic by Thomas Cole (1801-1848).

Passenger traffic on the Gravity Railroad continued to increase.

"The change of time on the Gravity road suits all around. The passenger traffic is slowly increasing and gives hope of this route being the leading pleasure route of this country." (*Carbondale Advance,* April 10, 1880, p. 3)

In late August 1880, about 200 persons, identified as the "Jonadab Excursion," plus members of the Carbondale Cornet Band, journeyed to Honesdale, on seven Gravity Railroad cars, on an excursion outing:

"The Jonadab Excursion. / The anticipated Jonadab Excursion to Honesdale, came off successfully and very pleasantly on Thursday. The day, notwithstanding the threatening clouds and low temperature was a very favorable one, and everything passed off delightfully. Seven cars seating in all about two hundred persons besides the members of the Carbondale Cornet Band, were will filled." (*Carbondale Advance,* August 28, 1880, p. 3)

In July 1881, the Carbondale Trinity Church Sunday School held their annual pic-nic at Dimmock's Grove in Waymart:

"The annul pic-nic of Trinity church Sunday School will be held in Dimmock's Grove, Waymart, next Wednesday, July 20. Tickets for the round trip, 25 cents. Cars will be at the depot at 8:15 Wednesday morning. A very pleasant time is anticipated." (*Carbondale Advance,* July 16, 1881, p. 3)

In August 1881, the Carbondale Odd Fellows, accompanied by the Mozart Band, journeyed to Honesdale on the Gravity Railroad, at fares below the usual excursion rate, "the committee having decided to add no margin for profit, the design being simply to afford all members of the order who wish to participate in the anniversary celebration of the Honesdale Lodge, and others who wish to visit Honesdale at that time, the opportunity to do so at small expense." Here is the notice that was published in the *Carbondale Leader* on August 5, 1881:

"The Odd Fellows excursion to Honesdale will take place next Thursday, August 11th. The committee of arrangements have secured the following rates of fare for the round trip: Tickets 80 cents; half-tickets, for children between the ages of 10 and 15 years, 40 cents, children under ten years of age in charge of parents, free. These fares are below the usual excursion rates, the committee having decided to add no margin for profit, the design being simply to afford all members of the order who wish to participate in the anniversary celebration of the Honesdale Lodge, and others who wish to visit Honesdale at that time, the opportunity to do so at small expense. / The Carbondale Lodges will be accompanied by the Mozart Band." (*Carbondale Leader,* August 5, 1881, p. 4)

The anniversary celebration of the Honesdale lodge of the Odd Fellows was a huge success. The Odd Fellows delegation from Scranton was brought north to Carbondale on nine passenger coaches. Leaving Carbondale for Honesdale were thirty open air Gravity excursion cars, carrying nearly 1,200 people to the Odd Fellows celebration in Honesdale.

"The demonstration of the Odd Fellows at Honesdale [on August 11] exceeded all anticipation. A special train of nine passenger coaches brought the delegation from Scranton and the train which left the gravity depot consisted of thirty open cars, well filled, holding very nearly twelve hundred people. Another train of three cars followed during the forenoon. Large delegations arrived in Honesdale from other points. The visitors from here returned in the evening well satisfied with the observance of the day." (*Carbondale Leader*, August 12, 1881, p. 4)

The Odd Fellows celebration in Honesdale was, as was noted in the *Carbondale Advance* of August 13, 1881, "the grandest affair of the season."

"Thirty passenger cars were needed to convey the Odd Fellows to Honesdale over the Gravity, on Thursday. It was the grandest affair of the season." (*Carbondale Advance,* August 13, 1881, p. 3)

The following reports on this Odd Fellows' excursion to Honesdale by 1,500 people were published in the Scranton papers, with special compliments for Superintendent Manville and his assistant, William McMullen, and for Conductors Rosser and Skeels:

"The Odd Fellows' excursion was a grand success in every way, and in speaking of it we must compliment Superintendent Manville and his able assistant, William McMullen; also Conductors Rosser and Skeels for their courtesy to the excursionists, and their promptness in delivering the thirty car-loads of passengers to their destinations at Honesdale and Carbondale. The trip was made from Carbondale to Honesdale in one hour and twenty minutes and back in one hour and forty minutes, waiting ten minutes at No. 9 for each section of the trip. It was an excellent trip, with no accidents to report." *(The Scranton Republican,* August 13, 1881, p. 3)

From the Honesdale column of the August 13, 1881 issue, p. 3, of *The Scranton Republican,* we learn that the 1,500 guests of Howard Lodge, I. O. O. F. of Honesdale, plus four bands (the Battalion Band of Scranton, the Olyphant Band, the Mozart Band of Carbondale, and the Honesdale Cornet Band) spent the afternoon at Germania Grove in Honesdale, where the afternoon was spent in merriment and speech-making:

"The largest excursion of the season paid Honesdale a visit Thursday. Thirty-three cars, besides the regular passenger train, came in laden with fifteen hundred guests, over the D. & H. mountain gravity road, under the management of Superintendent McMullen, Conductors Rosser, Skeels and able assistants. The long train, as it came running down the mountain, seemed like a vast and endless chain of happy, fluttering humanity. The following bands were on board: The

Battalion Band, of Scranton; the Olyphant Band, and the Mozart, of Carbondale. Howard Lodge, I. O. O. F., of Honesdale, was at the depot to receive its guests, consisting of the many lodges from Scranton and all along the line of railroad northward. Howard lodge was indeed happy on this its twenty-fifth anniversary. The procession, consisting of Odd Fellows, headed by the Honesdale Cornet Band, marched to the headquarters of the organizations, where substantial refreshments were partaken of, when the line was again formed at 1 p. m., marching through the principal streets to Germania Grove, where the afternoon was spent in merriment and speech-making. Grand Secretary Nicholson, of Philadelphia, addressed the societies present in an able manner. Many of the public and private buildings were decorated with flags and evergreens. Many visitors came via Honesdale branch of the Erie railway, arriving at 11 a. m. Howard lodge may feel justly proud of its reception and anniversary."

And then, in the following week, 14 railcars transported the Methodist Episcopal Sunday School over the Gravity Railroad.

"It took fourteen cars to transport the M. E. Sunday School and friends on Wednesday. We think this was the largest for the season in the Sunday School line, being only surpassed by the Odd fellows." (*Carbondale Advance,* August 20, 1881, p. 3)

Thanks to "the present excellent management" of the Gravity Railroad, an immense number of persons were carried over the Gravity Railroad in 1881 with no accidents of any kind, leaving the reporter for the *Carbondale Leader* to note that "The gravity road under the present excellent management is even safer than ordinary locomotive roads.":

"An immense number of persons have been transported in excursion parties over the Gravity road of the D. & H. C. Co. this season (more than ever in any one year hitherto) and not the slightest accident has occurred. There was great trepidation many years ago on the part of the Company's officers, when the 'String of Beans' was first started on the gravity track between here and Scranton, the supposition being that accidents would be numerous. The result, however, proved quite the contrary. The gravity road under the present excellent management is even safer than ordinary locomotive roads." *(Carbondale Leader,* August 26, 1881, p. 4)

In October 1881, the first annual picnic and excursion to Honesdale and Waymart of the Palestine Commandary, No. 14, Knights Templar of Carbondale took place. One hundred and twenty five members and guests, plus the Mozart Band and Bauer's Orchestra, took part in this excursion, via the Gravity Railroad, to Honesdale (where the Honesdale Cornet Band joined the festivities) and then back to the Masonic Hall in Waymart, again on the Gravity Railroad.

"The Excursion / The first annual picnic and excursion [to Honesdale] of Palestine Commandary, No. 14, K. T., occurred last Wednesday. The Sir Knights appeared in full uniform, and were accompanied in their pilgrimage by invited guests from Jermyn, Carbondale and Waymart lodges, also by the Mozart band and Bauer's orchestra. About one hundred and twenty-five participated in the trip. Many more had anticipated to treat themselves to the pleasure of going, but a cold wave struck us and winter was upon us all at once, keeping many back. The repast was partaken of in the Masonic Hall instead of in the grove as was intended, on account of the polar climate. / At Honesdale depot the party was met by a delegation from Honesdale lodge and Honesdale Cornet Band. The principal streets were paraded in true Templar style, and a halt was made at Masonic Hall. The bands discoursed after that sweet music in the beautiful grove, till the time of departure. By this time the party longed to see the baskets, which were found and depleted in the Masonic Hall, Waymart. Dancing was next in order and enjoyed in another hall, after which the members entered again the cars and returned, thoroughly conscious of having had a very enjoyable time." *(Carbondale Advance,* October 8, 1881, p. 3)

On August 26, 1882, the Union Excursion, from Scranton to Waymart, under the auspices of Lieutenant Ezra S. Griffin Post, No. 139, G. A. R., and Camp No. 8, Sons of Veterans, took place. This pic-nic and outing, to Dimock's Grove in Waymart, was advertized in the *Scranton Republican* of August 17, 1882, p. 2:

"HURRAH FOR WAYMART!"

HURRAH FOR WAYMART!

Union Excursion!

UNDER THE AUSPICES OF

Lieut. Ezra S. Griffin Post, No. 139, G. A. R.

—AND—

CAMP NO. 8, SONS OF VETERANS,

Will be given to the above place, by way of the D. & H. and Gravity Railroads,

On Saturday, August 26th, 1882.

The Picnic Grounds are fitted up in excellent style, so that all may thoroughly enjoy the day's pleasure. Whirligig, Swings, Teeters, Croquet and Ball Grounds, Shooting Gallery and Dancing Platform.

Refreshment Stands will be provided with choice eatab.es, consisting of Cakes, Pies, Baked Beans, Sandwiches. Ice Cream. Confections, etc., and can be had at a trifling cost.

EXCELLENT MUSIC IN ATTENDANCE.

Train leaves D. L. & W. Depot at 7.00 a. m. Vine street Depot at 7.10 a. m., stopping at Green Ridge and Waymart about 9 a. m. Returning, train leaves Waymart at 6 o'clock p. m.

Street cars leave Dunmore and Hyde Park in time to connect with train leaving in the morning.

FARE FOR THE ROUND TRIP, ONLY **$1.00**

Children under 15 years, 75 cents. From Carbondale, 50 cents.

Tickets can be purchased at Col. T. D. Lewis' Drug Store Providence; Alderman Seward's Office, Green Ridge; Bone's and Fowler's Drug Stores, Dunmore; Hunt's Grocery Store, Wyoming avenue; Roberts & Co's Clothing House, Lack. ave.; Jenkins' and Decker's Drug Stores, Hyde Park, and of members of the Post and Camp.

"The Picnic Grounds are fitted up in excellent style, so that all may thoroughly enjoy the day's pleasure. Whirligig, Swings, Teeters, Croquet and Ball Grounds, Shooting Gallery and Dancing Platform."

"EXCELLENT MUSIC IN ATTENDANCE. Train leaves D. L. & W. Depot at 7.00 a.m. Vine street Depot at 7.10 a.m. stopping at Green Ridge and Waymart about 9 a.m. Returning, train leaves Waymart at 6 o'clock p.m. / Street cars leave Dunmore and Hyde Park in time to connect with train leaving in the morning."

Tickets can be purchased in Providence, Green Ridge, Dunmore, Scranton, Hyde Park, and from members of the Post and Camp.

This brief look at passenger travel on the Gravity Railroad to Honesdale clearly demonstrates that traveling via the Gravity Railroad was very popular with the public, especially if a trip on the Gravity Railroad was combined with a visit to a destination with picnic grounds and visitor amenities. The D&H put together the two ideas (travel via the Gravity Railroad + destination with picnic grounds and visitor amenities) and created Farview Park on the Moosic Mountain.

0903

Opening of Farview Park, 1885

Farview Park was opened in the fall of 1885. Of what did Farview Park consist? A park of more than 600 acres, about 30 of which were improved as a picnic ground; more than 20 buildings, the largest of which was a pavilion, 175 feet long by 35 feet wide, and built with four wings; swings, rustic seats, tennis courts, football and baseball grounds, shaded walks, open visas, pure drinking water, and two observatories. From the higher of the two observatories, at 2,345 feet above sea level, more than 20 cities and villages and 17 lakes could be seen.

In promoting the park, the D&H made it a point to give the elevation above sea level at various points in Farview Park: the Pavilion at Farview Park was 2,053 feet above sea level; the top rail of the highest observatory at Farview was 2,345 feet above tidewater. In the *Carbondale Leader* of August 14, 1891, we read (p. 4):

"Height above sea level: Carbondale, 1,079; Honesdale, 985; Ararat Summit, 2,023; Gravity Railroad summit, 1,947; Pavilion at Farview, 2,053; High Point, Farview, 2,328; the top rail of the highest observatory at Farview is 2,345 feet above tide."

In the years right after the opening of Farview Park there was some confusion, especially outside of northeastern Pennsylvania, as to the correct name of the park. In 1887, a man from New York City whose intention it was to visit *Farview* on the Moosic Mountain above Carbondale on business, traveling via the D&H, ended up at *Fairview* in the Lehigh Valley, having traveled on the Lehigh Valley road, because of a mistake in a railroad timetable. In the December 24, 1887 issue of the *Carbondale Leader* (p. 4) we read:

"Mistaking Fairview for Farview. / A gentleman from New York city who recently had occasion to visit Farview on business stated to the ticket agent on his way through that he had gone away down on the Lehigh Valley road to Fairview. A time table that he had consulted was the cause of his blunder. Newspapers at a distance that speak of the Moosic summer day resort often refer to it still as Fairview."

Unlike destinations such as Saratoga Springs, NY, and Newport, RI, Farview Park was not a "see and be seen" environment. One went to Farview Park to get away for a day of rest and recuperation, away from the daily and the mundane realities of anthracite mining and railroading, for the pleasure of the day's outing on the mountain top with one's family, colleagues, and like-minded people. One went there as well for special events: balloon ascensions, parachute jumps—among other attractions. And a good measure of the attraction of the experience was the pleasure associated with a ride over the Gravity Railroad from Carbondale to the top of the Moosic Mountain.

Who were these visitors to Farview Park: social, civic, religious, fraternal, professional, and family associations and organizations of all kinds, as well as vast numbers of working men and their families, all eager to take a day's vacation at the mountain-top picnic resort of the D&H.

Here is the article that was published in the *Carbondale Leader* of September 1, 1885 (p. 2) to announce the opening of the park:

"THE NEW PICNIC GROUNDS. / 'Farview,' which is the name of the new picnic grounds recently prepared by the D. & H. C. Co., is coming into prominence at once. If it were not so late in the season we should expect to see it in use frequently. As it is, enough will go there this season to give it such an introduction as will cause it to be thronged next summer. / This is just the thing THE LEADER recommended some time ago, when the fitting up of Mountain Park [a Central Railroad of New Jersey park, excellent description in "Wilkes-Barre Mountain Park and the Father Mathew Excursion on June 28, *Carbondale Leader*, June 22, 1883, p.3] nine miles below Wilkes-Barre created such a furore. We said at the time that the Delaware & Hudson managers would have to take steps to counteract the movement of excursions which was setting in toward the South, and cutting off a considerable revenue from our company. In fitting up 'Farview,' Supt. Manville has done a good thing, not only for his road but for the people in this city and vicinity. In time we shall look for still greater improvement of the place, so that it will successfully rival other resorts in conveniences, as it now does in natural beauty and salubrity. / We find in the *Honesdale Citizen* the following description of the new ground: / 'The location is a peculiarly advantageous one, and very easy of access, the grounds being about forty-rods north of plane No. 9, and at an altitude considerably above it. The elevation, however, is easily overcome, for a road has been cut through the woods and along its winding, shady way there are so many pretty, rustic sights that the visitor arrives at his destination before he is aware of fatigue, and without realizing what an ascent he has made. As a matter of fact the distance is easily walked in six or seven minutes by ordinary mortals, and in about ninety minutes by lovers. Arriving at the grounds the advantageous character of the location is at once perceived. A far wider range of view is obtainable than would be possible from many other spots of equal altitude, for the spot chosen is upon a projecting spur of the great mountain chain, and the vision may sweep more than half and probably two-thirds of the horizon. It is precisely such a coign of vantage as the prehistoric people were wont to choose as the places for their signal fires, to flash

intelligence across great stretches of country, and as the Indians also knew something of this method of conveying information, they may have actually used this spot as one of their primitive news stations. While commanding a view to the eastward, southward and northward, unbroken save by the distant mists, the grounds are sheltered by an amphitheatre of gently sloping, superior heights, all covered with forest, and affording a shelter alike from summer sun and too chill autumn breezes from the west and northwest. Herein is a condition favorable to the use of these grounds during the fall when the gorgeous but severe transformation comes to vary everywhere the now unbroken green. For those inclined to admire nature and to meditate, here is a place to pass tranquil hours, while letting the eye wander over the billowy and hazy hills, and the varied prospect of farms and forest and gleaming lake. Long Pond, Hoadley's, Keen's, Elk and others are plainly in view, and lend lustre and charm to a remarkable landscape which stretching from the slope of the Moosic to the dim, blue Catskills, contains almost every element of natural beauty. / 'Ample and very tasteful and satisfactory improvements have been made upon the grounds under the supervision of Superintendent R. Manville. A large and substantial dancing pavilion, with an excellent floor, is the most conspicuous structure, and the one in which greatest interest, unless perhaps the cook house may be excepted. All about in the grove are serviceable tables and seats, which proclaim their builder to have been a man of sense and humane ideas, far beyond those of the average picnic seat maker who appears usually to have employed as a pattern some relic of the Inquisition. / 'The place is supplied with running water from one of the best springs on the Moosic Mountains, from which the Del. & Hud. Canal Company draws 75,000 gallons daily.' " *(Carbondale Leader*, September 1, 1885, p. 2)

In early September 1885, the D&H erected an observatory, 37 feet high, on an eminence, a little to the left of their Farview Picnic ground:

"The Del & Hud Canal Co. have just erected on an eminence, a little to the left of their Farview picnic ground, on the Moosic Mountain, an observatory, 37 feet high, which brings to view 2 more lakes in Lackawanna County and a great extent of the country." *(Honesdale Citizen,* September 17, 1885)

In November 1885, the D&H announced that William Muir would take charge of the Gravity Railroad from Honesdale to Waymart as well of the canal docks in the borough of Honesdale:

"Geo. F. Wilbur has resigned his position as Assistant Superintendent of the Gravity Railroad from Honesdale to Waymart , to take effect Dec. 31st, and that date will close a most faithful service of 22 years in the employ of the Del & Hud C. Co. Wm. Muir, who has been the Master Mechanic for many years past, is hereafter to have charge of the Gravity, from Honesdale to Waymart, and also the canal docks in our borough. H. J. Conger has been prompted to the position of Shipping Agent." *(Honesdale Citizen,* November 12, 1885)

A detailed description of "Carbondale’s Beautiful Park on the Mountain Top" was published in the *Carbondale Leader on* June 28, 1894. Here is that description:

“DELIGHTS OF A TRIP TO FARVIEW. / Carbondale’s Beautiful Park on the Mountain Top—Description of the Ride. / Farview is Carbondale’s glorious park. It contains 600 acres not a foot of which belongs to the city and not a cent of expense has it been to Carbondale but still we claim it as it is only four miles away, and for our people it serves every purpose of a park. Half the pleasure of Farview lies in the ride there and back. / On a warm summer day you take a Gravity open car at the head of Main street. Up the plane you go propelled by an unseen power. When you start the air is warm and sultry but by the rapid motion you enjoy a delicious coolness. You ascend plane after plane until eight have been passed and you are on the summit of the Moosic mountains. Every plane you have passed you have felt it grow cooler until a light over coat or wrap is not uncomfortable. You have made an ascent of 929 feet. / You leave the cars at the picnic grounds and start out for enjoyment. If you wish to see Farview go alone. You will find beautiful driveways leading from the station up the mountain in various directions. The soil at Farview is red gravel and there are about ten miles of these driveways beautifully shaded and as fine as an asphalt pavement. / Farview, as we have said before contains more than 600 acres, about thirty of which have been improved as a picnic ground. The timber is mostly of about ten years growth with here and there some monarch pine or huge oak that has escaped the woodman’s axe. The underbrush has been cut away and the trees so thinned as to enable one to go every where with ease. / There are more than 20 buildings on the grounds the largest of which is the pavilion 175 feet long by 35 feet wide, but built with four wings. There are swings, rustic seats, tennis courts, foot ball and base ball grounds, shaded walks, open vistas, and everything which can delight the seekers for comfort and pleasure. There are no better furnished picnic grounds anywhere. / The water for the grounds is from a large spring as transparent as the fabled Helicon. The water is conducted to various places in the grounds by pipes. / There are two observatories at Farview. The upper and higher one is 2,300 feet above the sea level. The view is magnificent. From the summit you can see more than twenty cities and villages among which are Carbondale and Scranton. Lakes are seen stretching out clearly and shimmering in the light like the sunlit waves of a silver sea. Other lakes are nestled among hills or behind forests and only little patches of their surface glimmer on the sight. It is said that 17 lakes are visible from the summit. / The view here as well as on the ocean or prairie is very deceptive. While we are on the highest picnic grounds in the state we seem to be on the summit of a hillock in the center of some mighty extinct crater. The sides in every direction seem to slope upward and the serrated horizon is but the rim of this vast bowl. On the northern edge of the rim is a tooth a little larger than the rest and this is Elk Hill, the highest point in the state. / Farm houses appear here and there amid fields and forests, or along the banks of some winding stream. With a good glass you can see the men at their toil. How pigmy they seem and how unconscious they are of our gaze. So He who sits on the throne of the universe looks down on us as we act our part in life’s little drama, and how small we must appear. / Away to the east can be seen the Catskills, 85 miles distant. Cities and towns lie between but they are hidden from view. The tragedies that are there being enacted are many but we know nothing of them. The grimy toilers in workshop and factory are to us all behind the curtain. All we catch is the wondrous beauty of the scene.” (Gritman scrapbook, *Carbondale Leader*, June 28, 1894)

A very nice summary description of passenger service to Farview Park was published in 1925 in *The Delaware and Hudson Company Bulletin* as follows:

"Passenger service was installed on the section between Carbondale and Olyphant in 1860, and continued until the 'Valley' line was opened ten years later. It was the section between Carbondale and Honesdale that was so well known to the traveling public, and between these points passenger service was not inaugurated until 1877. This was at the period of greatest activity in coal transportation upon the 'Gravity' and upon the canal. The service at first was purely local but later the company developed a large picnic park at Farview, which in the summer months, daily attracted thousands of excursionists. / There were few more popular trips than the ride up the planes to Farview, returning by way of 'Shepherd's Crook.' On a record day in September, 1898, nearly 15,000 passengers were transported to Farview in special trains. / The first passenger coaches were built with an enclosed section in the middle and an open section, with seats running lengthwise, on the ends. Later a standard type of coach was used, excepting that the width of the cars only permitted double seats on one side, a single seat being on the opposite side of the aisle. Open cars were used during the summer months. A regular train, in the summer, consisted of a baggage car at the head end, a closed coach and two open cars. The trains were controlled by hand brakes and the head brakeman rode on the front platform and rang a gong when approaching crossings. Access to the open cars was by a running board along each side at the floor level and, for stations where there was no high platform, it was necessary to use a short ladder to assist passengers on and off. / The scheduled time of the passenger trains from Carbondale to Honesdale was one hour and fifteen minutes, the return trip taking about ten minutes longer. The passenger trains started from the old Union Station at Dundaff [emphasis added] and were pulled up backwards over the 'back' Davis plane to a switchback at the head, thence moving by gravity over the 'high works,' a long trestle crossing the locomotive tracks and a portion of Carbondale, to the foot of Number One Plane. On the return trip the trains stopped at Lookout Junction where they were met by the narrow gauge locomotive 'Major Sykes' and pulled into the Carbondale station." [emphasis added] ("Our Own 'Gravity Road," *The Delaware and Hudson Company Bulletin*, July 15, 1925, pp. 10-11)

0904
Union Station, Carbondale

In the above description we read that "the passenger trains started from the old Union Station at Dundaff."

Given below is a photograph of a cut of Gravity Railroad passenger cars parked at the Union Station in Carbondale. This remarkable photo is from the collection of Jim and Maureen Clift,

Hawley, PA. Jim Clift's paternal grandfather, William R. Clift, worked for the D&H. Mr. and Mrs. William R. Clift lived at Keens, PA (below Hubbard's farm). Special thanks to Henry J. Loftus, White Mills, PA, who made this and several other photos in the Clift Collection available to us on October 23, 2014.

Notice the bleacher-like steps for boarding the passenger cars. These steps would have been especially effective for boarding passengers on open-air Gravity cars. Notice also the conductor on the steps between the two passenger cars.

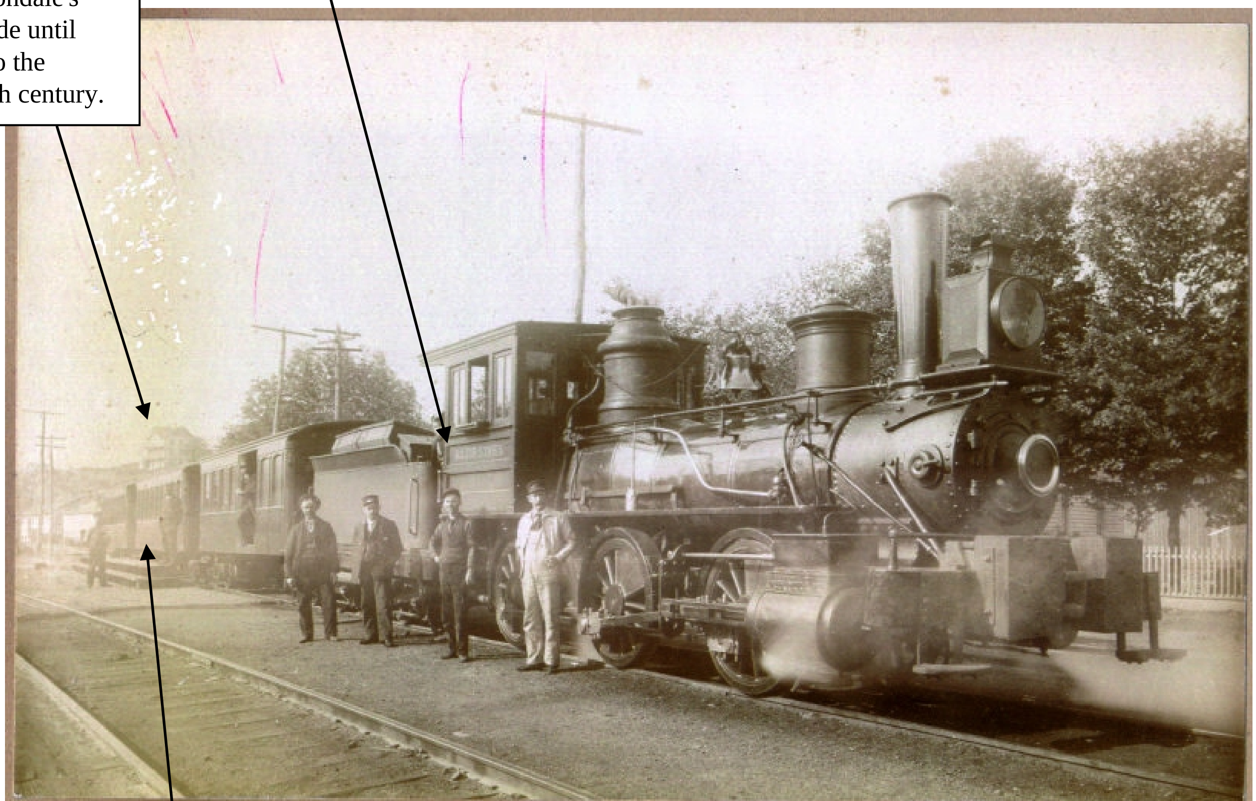


A Cut of Gravity Railroad Passenger Cars Parked at Union Station, Carbondale. Photo from the Clift collection, Honesdale, courtesy of Hank Loftus, White Mills, PA

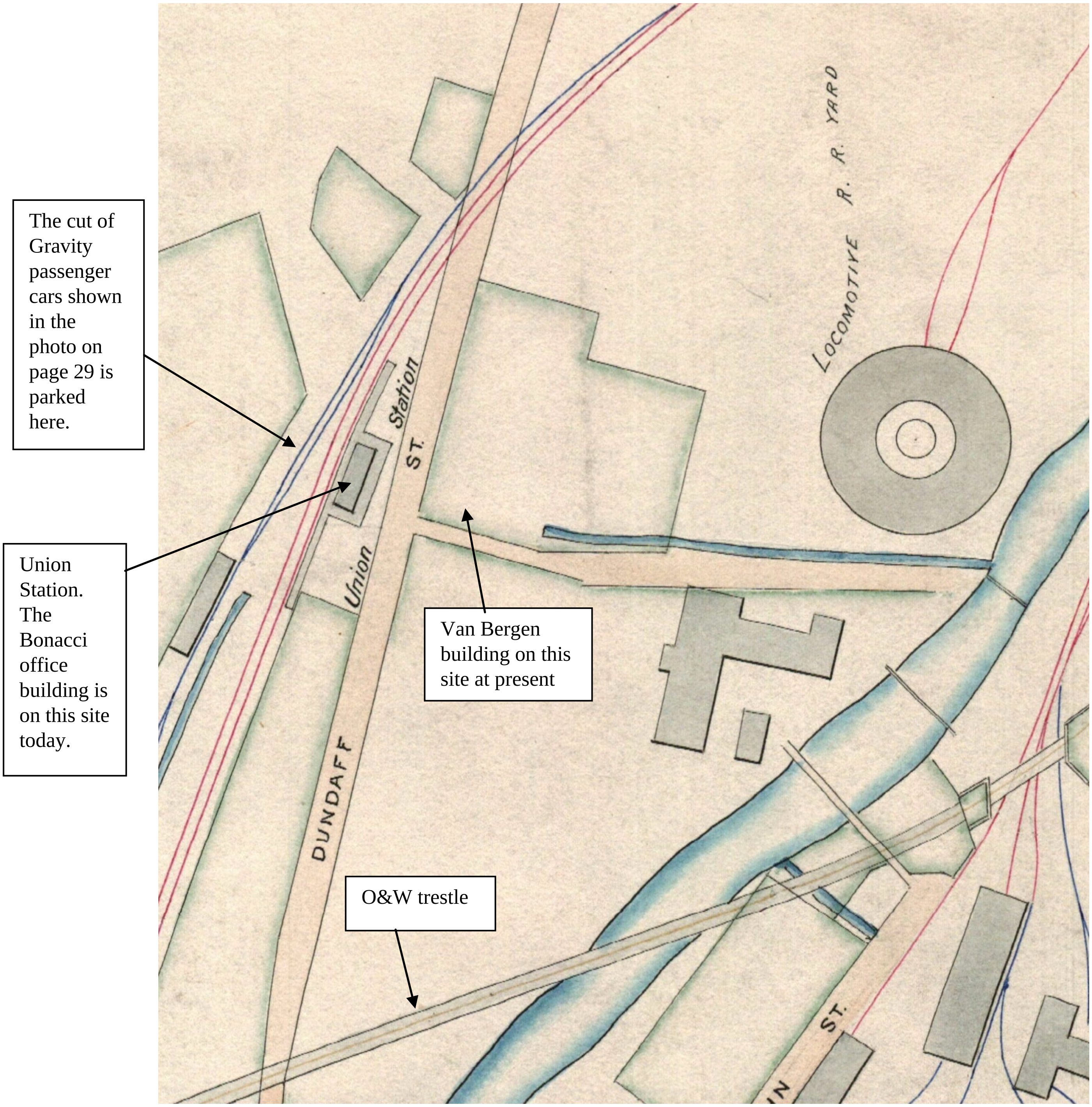
Here is a photograph from the Clift Collection of D. & H. Engine No.7, parked at Union Station in Carbondale. This photograph was reproduced in a Carbondale newspaper with the following caption: "OLD D&H LOCOMOTIVE NO. 7 stands ready in this photo to pull Gravity Railroad passenger cars on the first leg of their trip to Farview. Stationary engines will pull cars up inclined planes the rest of the way. Photo was loaned by John Merrigan, 38 Darte Avenue, veteran D&H railroader. Two men standing at left are Mr. [Joe] Fox and Mick Farrell. In the cab are Guy Little, trainman, and Oscar Histed, engineman. Standing by the engine are Jack Bryden and William Clift. Picture was taken about 1889. (Schella reproduction)."



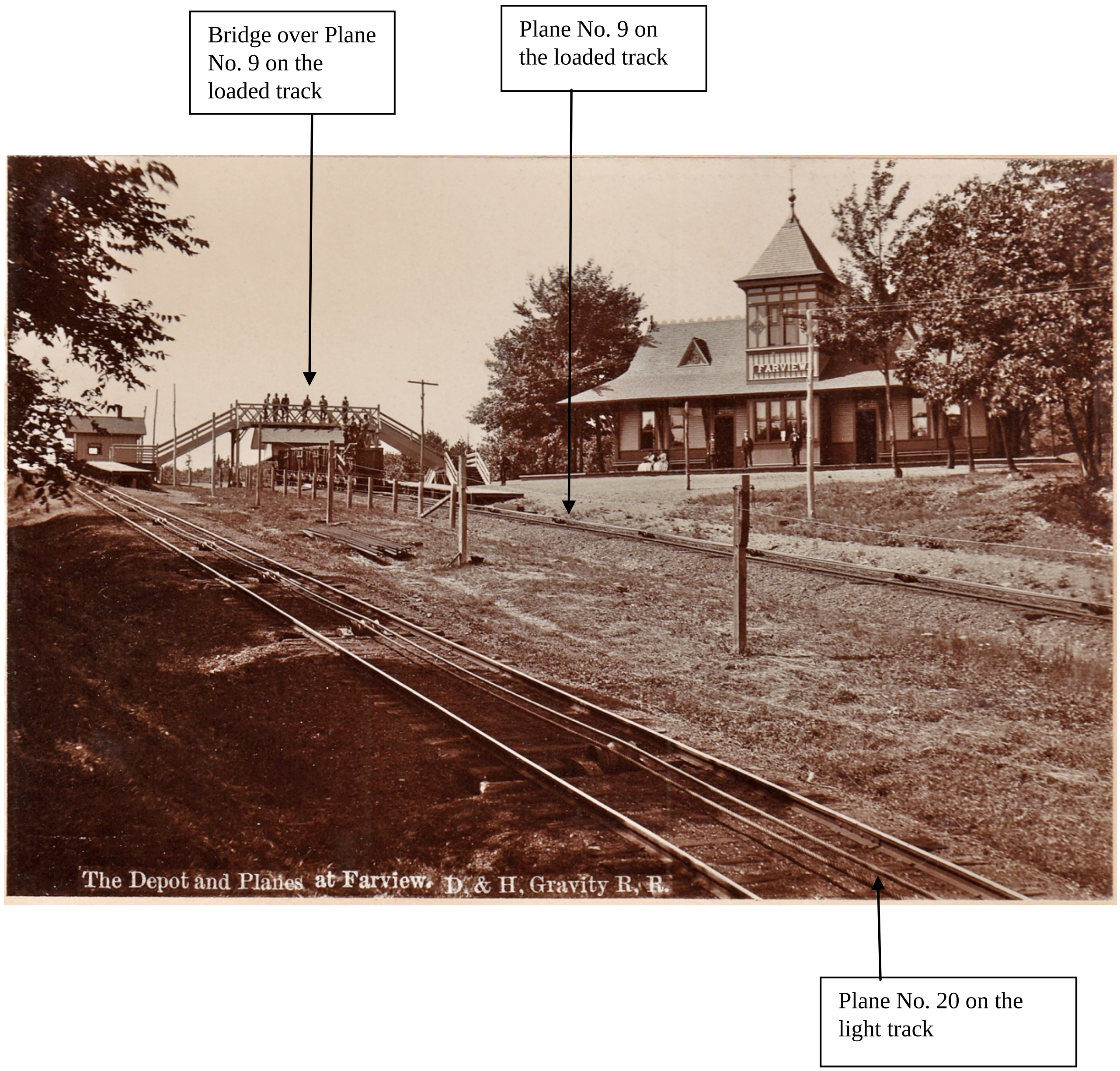
Here is a photograph from the Clift Collection of the Major Sykes parked at the Union Station in Carbondale. The names of the men shown in this photograph have not yet been learned.



On the map of Carbondale in the 1895 Gravity Railroad map volume, the exact location of the Union Station in Carbondale is shown. This station was opened in 1871 and closed in 1899. The Union Station was later converted to become the Erie Freight House. The Bonacci building stands on this site today.

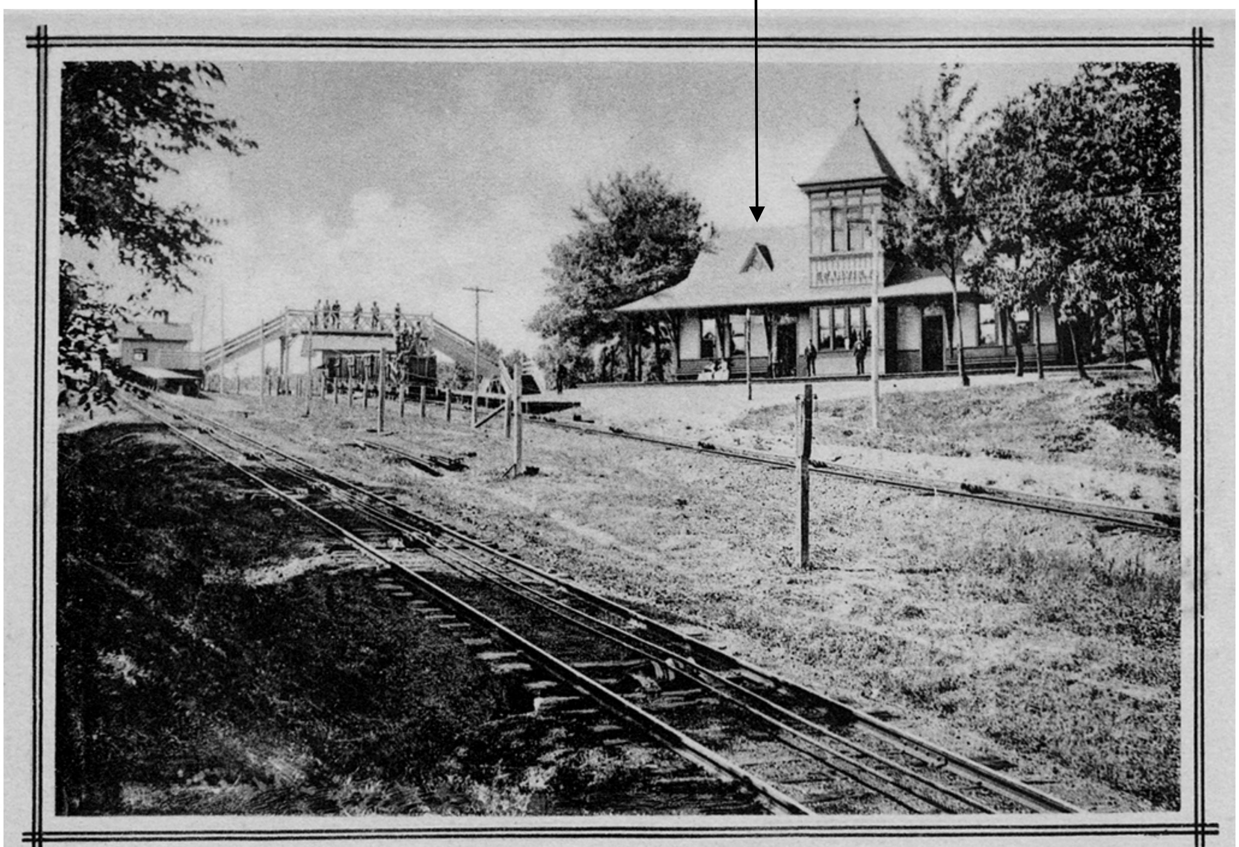

The cut of Gravity passenger cars shown in the photo on page 29 is parked here.
Union Station. The Bonacci office building is on this site today.
Van Bergen building on this site at present
O&W trestle
LOCOMOTIVE R. R. YARD
Station ST.
Union ST.
DUNDAFF
ST.

The Farview Park stop on the Gravity Railroad was at the heads of Plane No. 9 and 20, seen here in photograph titled “The Depot and Planes at Farview D. & H. Gravity R. R.,” in a Farview Souvenir Booklet (*Orig. Photo. Souvenir of Del. & Hud. Gravity Road. Published by L. Hensel, Hawley, PA.*) in the collection of the Carbondale Historical Society.



Here is that same view by Carbondale photographer W. B. Foster.

Farview station on the Delaware and Hudson Canal Company's Gravity Railroad from Carbondale to Honesdale



DEPOT AND PLANE AT FARVIEW.

Photograph *Depot and Plane at Farview* that is included in "Souvenir of the Gravity Road / Photo-Gravures of the Old Delaware and Hudson Coal and Passenger Road, between Carbondale and Honesdale, Pa.," published by W. B. Foster, Photographer, Carbondale, Pa.

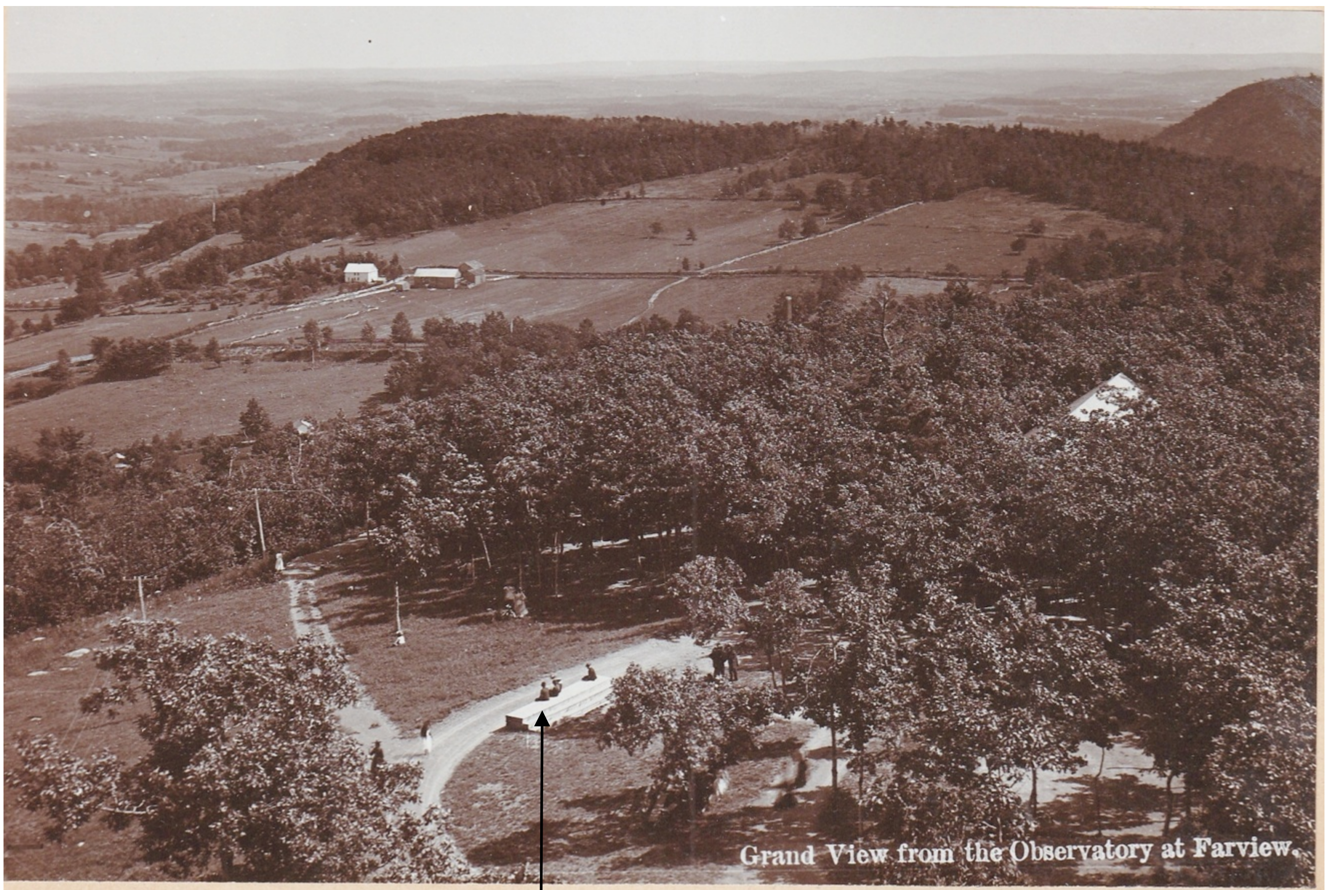
Two additional photographs by Hensel of Farview Park:

"Observatory at Farview" The lower of the two observatories.



There were two observatories at Farview, the upper and higher one, at High Knob, was 2,300 feet above the sea level; from the summit more than 20 cities and villages (including Carbondale and Scranton) and 17 lakes could be seen, as could Elk Hill and the Catskills (85 miles distant). The observatory shown here is the lower of the two observatories.

Photograph *Grand View from Observatory at Farview* that is included in *Orig. Photo Souvenir of Del. & Hud. Gravity Road. Published by L. Hensel, Hawley, PA.*



Loading platform for coach rides at Farview Park

Photographs by Foster of Farview Park:

Photographs of *The Observatory—Farview Grounds* and *Picnic Grounds—Farview* that are included in "Souvenir of the Gravity Road / Photo-Gravures of the Old Delaware and Hudson Coal and Passenger Road, between Carbondale and Honesdale, Pa.," published by W. B. Foster, Photographer, Carbondale, Pa.

Lower of the two observatories at Farview Park



THE OBSERVATORY—FARVIEW GROUNDS.



PICNIC GROUNDS—FARVIEW.

The largest of the 20 buildings on the grounds was he dancing pavilion, which was 175 feet long by 35 feet wide, and built with four wings.

This unmarked photograph taken in Farview Park is in the collection of the Carbondale Historical Society. The photographer, we believe, was W. B. Foster.

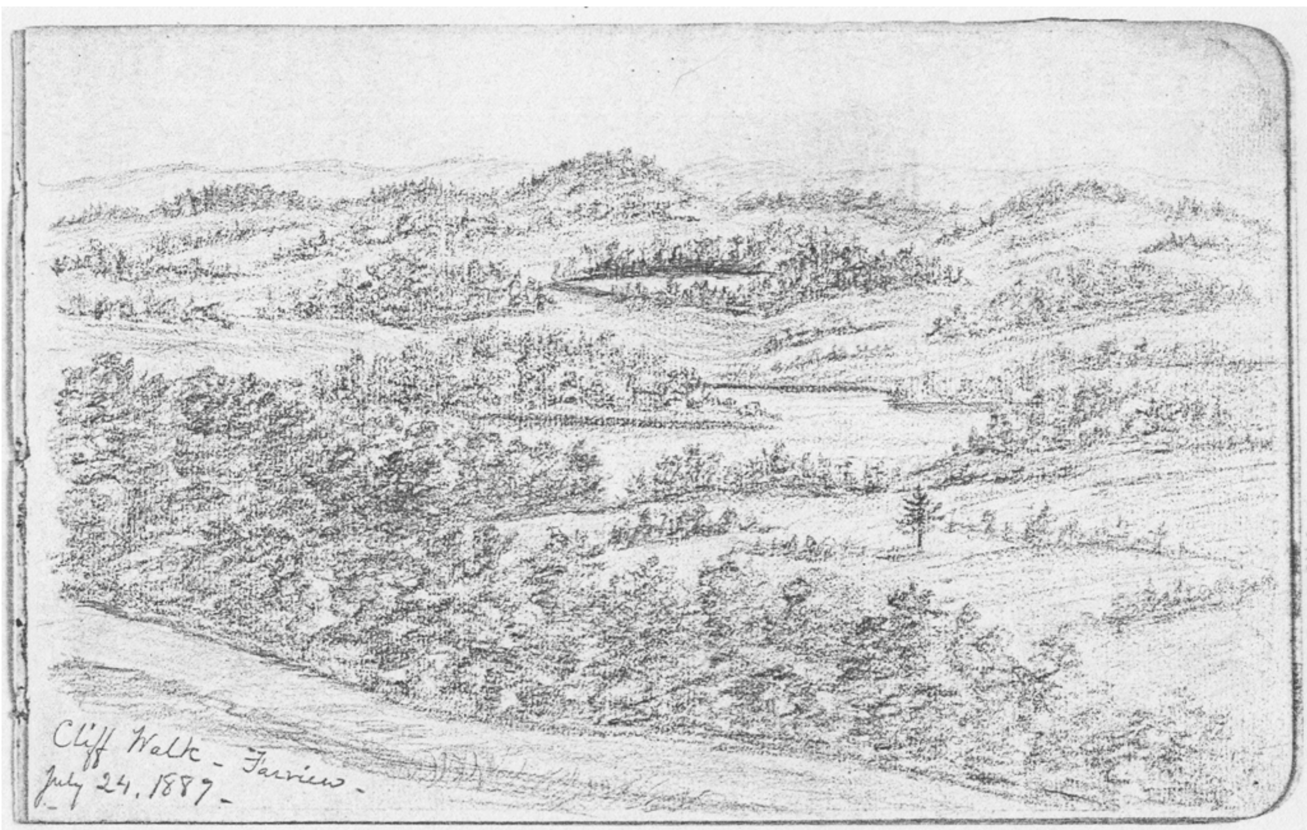


Photograph *Looking East from Farview Picnic Grounds* that is included in "Souvenir of the Gravity Road / Photo-Gravures of the Old Delaware and Hudson Coal and Passenger Road, between Carbondale and Honesdale, Pa.," published by W. B. Foster, Photographer, Carbondale, Pa.



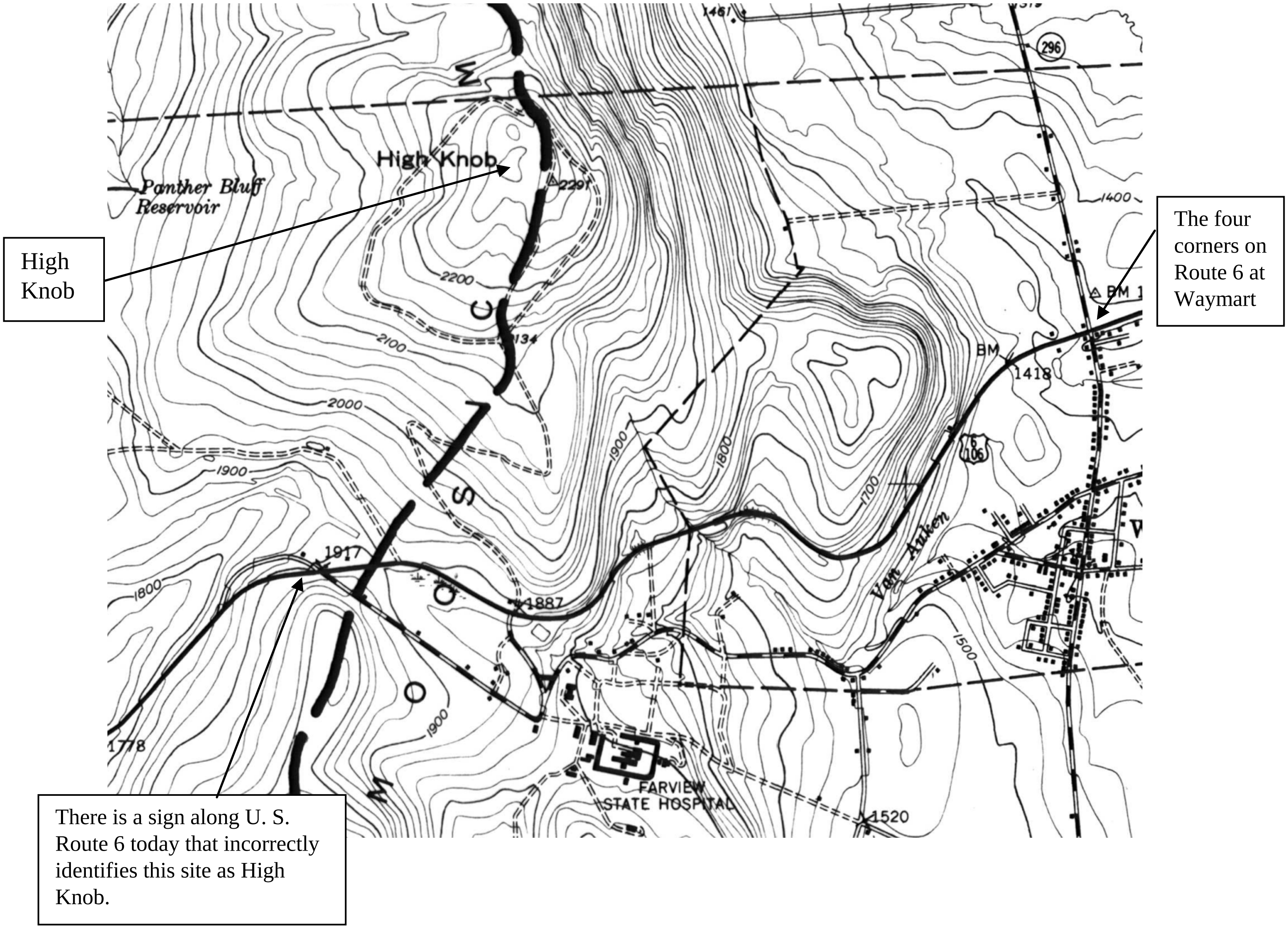
LOOKING EAST FROM FARVIEW PICNIC GROUNDS.

Shown below is "Cliff Walk – Farview - July 24, 1889" from the M. B. Ricker sketch book titled "Carbondale Sketches – Summer of 1889 M. B. Ricker," in the collection of the Russell Homestead, Carbondale. This may be the same view that is seen in the Foster photograph that is given on the preceding page.



High Knob

High Knob is the highest point at the top of the Moosic Mountain at Farview. It is shown on the Waymart quadrangle of USGS topographical map for this area given below.



High Knob is the highest point at the top of the Moosic Mountain at Farview. The "new tower at High Knob" was erected there by Case's carpenters for the Delaware and Hudson Canal Company in 1887. The higher of the two D&H observatories at Farview Park was on High Knob. The foundation of the D&H observatory at High Knob may well be there today.

“Case’s carpenters are at Farview, dressing up lumber for the new tower at High Knob. *(Carbondale Leader,* March 22, 1887, p. 4)

From the biographical portrait of James J. Bryden that was published in the March 1, 1935 issue of *The Delaware and Hudson Railroad Bulletin* (pp. 35-36) we learn that the two "lookouts" in Farview Park were each 100 feet tall:

“Sundays were busy days on the Gravity when excursions to Farview . . . became popular. The Gravity passenger trains consisted of approximately 20 cars, each seating 60 persons. Frequently the crews made as many as eight round trips to and from Farview in the course of a day, carrying thousands of people to the picnic and baseball grounds. All day long a steady stream of people could be seen climbing to the top of the two 100-foot tall lookouts from which the Catskill Mountains of New York state, 80 miles away, could be seen on a clear day.”

In that same biographical portrait we read: “Mr. Bryden . . . lives at 45 Williams Avenue, Carbondale. He has three children: Walter J. Bryden, an electrical contractor in Carbondale; Mrs. William Price, of Scranton; and David M. Bryden, a building contractor.” Walter Bryden served as mayor of Carbondale in 1952.

0905

September 1885: Get Ready, Get Set, Go!

As we mentioned above, Farview Park opened in September of 1885.

The Mozart Band picnic and excursion on Friday, September 18, was announced in the *Carbondale Leader* of September 15 [Tuesday], 1885 (p. 4)"

“SWEET STRAINS ALL DAY. / The Mozart Band picnic and excursion to Farview comes off on Friday [the 18th]. Everybody is going because it is going to be the ‘boss’ excursion of the season. It will be one continuous open air concert all day long. The tickets for the round trip are being sold for forty cents and are good on any regular train. The excursion train conveying the band to Farview will leave at 9 a. m. and of course that is the best train to go on. Refreshments will be served on the grounds and also cool and refreshing temperance drink, so that it will really be unnecessary to take a lunch with you, though of course you may do so if you choose. Make your arrangements to go with them if you want a day of pleasure.” *(Carbondale Leader,* September 15, 1885, p. 4)

That winter, the D&H began to plan for improvements to be made the following spring to add to the numerous attractions of the park:

“Improvements at Farview. / The D. & H. C. Co. contemplate a number of improvements the coming spring which will add to the numerous attractions of ‘Farview.’ Several buildings are to be erected and a resort worthy the name will be the result. It will doubtless be a favorite place next summer for picnic parties and pleasure and health seekers.” *(Carbondale Leader,* January 29, 1886, p. 4)

0906

Excursions to Farview, 1886

The following spring, 1886, the first reservations of Farview Park for the 1886 season were received by the D&H:

On April 22, 1886, the Baptist Sunday School from Scranton made a reservation for the Park on Thursday, June 17:

"The first picnic of the season is announced for Farview, on Thursday, June 17th, by a Baptist Sunday School from Scranton." (*The Journal,* April 22, 1886, p. 3)

An additional passenger train, No. 37, was placed on the Gravity line in April of 1886:

“Passenger train No. 37, which was withdrawn last fall, was replaced Monday afternoon. It leaves Carbondale at 4:30 p.m.” *(Carbondale Leader,* April 23, 1886, p. 4)

The D&H promoted Farview, its "new resort at No. 9 Gravity," by announcing in April 1886 that negotiations were then underway for bookings for that summer at *Farview*:

“The Summer at Farview. / The Delaware and Hudson Canal Company’s new resort at No. 9 Gravity, known as ‘Farview’ is likely to be in great demand this summer and with all its natural attractions and the artificial ones lately added by the company it certainly ought to be. The Green Ridge Presbyterian church are negotiating for the grounds for the early part of July and the Scranton Leiderkranz is making an effort to unite with the Honesdale German Society with a grand picnic and gala day at the mountain resort in view at an early day this summer. With the numerous others from a distance that will undoubtedly apply for dates and the parties from this city who will also spend days there the D. & H. will probably be kept pretty busy supplying cars.” *(Carbondale Leader,* April 23, 1886, p. 1)

In the May 13, 1886 issue of *The Journal*, it was announced that the excursion of the Scranton Canton of Patriarchs Militant would take place on Thursday the 27th at Farview.

'The excursion of the Scranton Canton of Patriarchs Militant to Farview will take place on the 27th inst. The fare from this city will be 30 cents. Tickets can be had of C. B. Smith, at the Harrison House." (*The Journal,* May 13, 1886, p. 3)

The Odd Fellows' excursion (the Scranton Canton of Patriarchs Militant) from Scranton to Farview on May 27th was not a great success, partly because of the drizzling rain that fell that day and partly, one might opine, because of the parochial attitude and constricted perspective of some few—but certainly not all—residents of the Electric City:

"A Small Excursion Party. / Notwithstanding the drizzling rain that fell yesterday morning 31 people accompanied by a band of 17 pieces came up from Scranton on the Odd Fellows' excursion to Farview. Some of them returned disgusted to Scranton on the next train but the Oddest Fellows braved the weather and went on. It isn't at all likely that they could see anything nice about Farview and consequently isn't probable that they will 'crack it up' to their friends in Scranton." *(Carbondale Leader,* May 28, 1886, p.4)

A fund-raising excursion to Farview was announced for June 16 in *The Journal* of June 10, 1886. The object of the excursion was to raise sufficient funds to cancel entirely the debt which hung over Carbondale's Memorial Park. The fare to the park to be only 30 cents. The drum corps of Post 187 and Professor Kent's full orchestra to accompany the excursion:

"Next Wednesday [June 16] is the date of the Park Excursion to Farview. The object of this excursion should appeal to the pride of our people, it being to raise sufficient funds to cancel entirely the debt which still hangs over "Memorial Park." This is doubtless the last time our citizens will be asked to contribute directly to that object. When the pleasures of a day at the above delightful spot are taken into consideration, it really seems as if this excursion was offering the public more than their money's worth. The fair is only 30 cents. The train will leave the Gravity Depot at 8 a. m. The drum corps of Post 187 and Prof. Kent's full orchestra will accompany the excursion, and furnish lots of music. Tickets can be had at Kent's music store, and at the stores of Pascoe & Scurry, John Scurry, Evans & Alexander and E. P. Burke." (*The Journal,* June 10, 1886, p. 3)

Twenty well-filled Gravity Railroad excursion cars carried at least 500 passengers to Farview for the Park Excursion on June 16. Seventy five dollars was raised towards cancelling the debt for the cost of the fountain in Carbondale's Memorial Park:

"The Park excursion to Farview yesterday was well attended by our people. Fourteen well filled cars left the Gravity Depot at 8 a. m. and six more at 11:45. It is estimated that at least 500 people were on the grounds. The weather was fine, and every one seemed to enjoy the day's sojourn at this delightful spot. The amount realized from the excursion will probably not exceed $75--not quite sufficient to clear the Park of debt." (*The Journal,* June 17, 1886, p. 3)

Farview Park, it was announced in the *Carbondale Leader* of June 11, 1866, was having "an excellent patronage this summer." Seven excursion parties to Farview were announced for the period June 13 and July 23, five of them from out of town organizations:

"Farview in Demand. / Farview is having an excellent patronage this summer. The following list so far scheduled for the present and next month show that the D. & H. company will probably make a handsome amount out of it. They are lucky, however, in having so fine a resort. /Monday, June 14, Scranton and Honesdale Leiderkranz. Wednesday, June 16. Park Association, Carbondale. Thursday, June 17, Jackson-st. Baptist Church, Scranton. Wednesday, June 23, St. Luke's church, Scranton. Tuesday, July 20, Keystone Cornet Band, Carbondale. Wednesday, July 21, Sons of Temperance, Green Ridge. Friday, July 23, St. James Church, Jermyn." *(Carbondale Leader,* June 11, 1886, p. 4)

The Carbondale press was enthusiastic in its praise of Farview: big crowds, good times, fine music and refreshments:

"On Monday the Honesdale and Scranton Leiderkranz Societies have their excursion to Farview. There will be a big crowd, bands from both places and other things to insure a good time. / Then on Wednesday next the Monument and Park Excursion to Farview comes off. No doubt this will be a large crowd because by going one can help to pay off the fountain debt and also have a 'bang-up' good time. Kent's full orchestra will furnish music in the pavilion for dancers and Tralles will furnish refreshments including hot coffee etc. Farview has been much improved since last summer." *(Carbondale Leader,* June 11, 1886, p. 4)

In the July 15th issue of *The Journal* (p. 3) it was announced that on Tuesday, July 27th Carbondale's Mozart Band would accompany the Odd Fellows from Carbondale on an excursion to Farview Park:

"The Mozart Band will accompany the Odd Fellows' excursion to Farview on the 27th inst." *(The Journal,* July 15, 1886, p. 3)

Two upcoming excursions to Farview were announced in the July 15, 1886 issue of *The Journal:*

"The Irish nationalists will have a picnic to Farview on July 29th." *(The Journal,* July 15, 1886, p. 3)

"The excursion of the Home of the Friendless, of Scranton, to Farview takes place July 30th." *(The Journal,* July 15, 1886, p. 3)

A summary statement for "This Week's Excursions at Farview" was published in the July 30, 1886 issue of the *Carbondale Leader*. The numbers are astonishing: about a thousand people attended the Odd Fellows' excursion, over 500 people attended the picnic of the Presbyterians and Congregationalists, and over 4,000 people were in the excursion party of the Irish Nationalists of Lackawanna County. The writer for the *Carbondale Leader* remarked, prophetically, at the end of his report: "If Farview's popularity keeps spreading as it has lately we shan't be surprised some day to see an excursion coming from Buffalo or Chicago":

"This Week's Excursions at Farview. / About a thousand people attended the Odd Fellows' excursion from this city and Honesdale. Although the several showers interfered with the day's enjoyment a good time was had, those who attended say, and each of the lodges netted a small sum for their treasuries. The picnic of the Presbyterians and Congregationalists on Wednesday was 'taken in' by over 500 people and aside from one slight accident everything went off serenely. The 'Irish Nationalists' of Lackawanna county had the biggest excursion of the season yesterday, over four thousand people attending. As is usual, Carbondale furnished her share of pleasure-seekers. To-day the Home of the Friendless, Scranton, have a benefit excursion to Farview and no doubt this worthy object will be liberally patronized. To morrow the Independent Order of Red Men of Oneonta, Binghamton and Nineveh will spend the day at this now celebrated resort. If Farview's popularity keeps spreading as it has lately we shan't be surprised some day to see an excursion coming from Buffalo or Chicago [emphasis added]."*(Carbondale Leader*, July 30, 1886, p. 4)

In the August 5, 1886 issue (p. 3) of *The Journal,* seven excursions for the period August 11-25, were announced, five of them at Farview Park, one a Mountain Park, and one at Honesdale:

"**Excursions.**

Mountain Park, Aug. 11th--Berean Baptist Sunday School.

Farview, August 12th--M. E. Sunday School

Farview, August 17th--Mozart Band.

Honesdale, August 18th--Knights of Father Mathew.

Farview, August 21st--Court Lily, A. O. F.

Farview, August 24th--Green Ridge and Jermyn M. E. Churches.

Farview, August 25th--Catholic Young Men's Association of Scranton."

(The Journal, August 5, 1886, p. 3)

In August of 1886, William Rosser, one of the very popular conductors on the passenger cars of the Gravity Railroad, a position he held from the time that passenger service was instituted on the line by the D&H on April 5, 1877, accepted a position as conductor on a first-class passenger train running between Carbondale and Scranton:

"April 5, 1877, the Del. & Hud. C. Co., began to run passenger trains over the Gravity, the one from Carbondale being in charge of conductor Wm. Rosser, which position he has filled ever since. Always polite and affable, attentive at all times to the wants and safety of those committed to his keeping, and ever mindful of the interests of the Del. & Hud. C. Co., he has received his reward, and has been called to a higher position, and from and after Monday next will have charge of a first-class passenger train, running between Carbondale and Scranton. His many friends along the line of the Gravity will exceedingly regret his departure, and will universally wish him success in his new field of labor.--*Honesdale Citizen." (The Journal,* August 19, 1886, p. 3)

To take the place of William Rosser, Ed. Hubbard was appointed passenger conductor on the Gravity road between Carbondale and Honesdale. At the same time, George Blanchard and Henry Herbert were promoted to first and second brakemen on the same train.

"Ed. Hubbard has been appointed conductor on the Gravity road between this city and Honesdale, in place of Wm. Rosser, transferred to the Valley road. Geo. Blanchard and Henry Herbert have been promoted to first and second brakemen on the same train. All were in the line of promotion, and the appointments are very gratifying to the patrons of the road." (*The Journal*, August 26, 1886, p. 3)

The Mozart Band excursion to Farview was announced for Tuesday, August 17, 1886, with Kent's orchestra to accompany the excursion:

"The Mozart Band excursion to Farview takes place next Tuesday [August 17], and the friends of the band should make it a large one. The band will furnish lots of music, while in addition Kent's orchestra will supply music for the dancing." (*The Journal,* August 12, 1886, p. 3)

The Mozart Band excursion was a huge success: between 800 and 900 persons attended:

"It is estimated that between 800 and 900 persons attended the excursion and picnic of the Mozart Band at Farview on Tuesday." (*The Journal,* August 17, 1886, p. 3)

About 600 people attended the Foresters' excursion to Farview on August 21. A baseball game between the Americas of Peach Hill and the Stars of Belmont Street took place:

"About 600 people attended the Forester's excursion to Farview on Saturday [the 21st], and all report a pleasant time. The game of base ball between the Americas of Peach Hill and the Stars of Belmont street was not an exciting one, and was won by the Belmonters by a score of 11 to 4. We are glad to learn that the venture netted the society quite a handsome sum." (*The Journal*, August 26, 1886, p. 3)

About a thousand people attended the excursions to Farview of the Green Ridge and Jermyn Methodist Episcopal Churches and the Scranton Catholic Young Men's Association, on August 24 and 25, respectively:

“About five hundred Scrantonians attended the Green Ridge and Jermyn M. E. church excursion to Farview on Tuesday, and a like number were in attendance on the excursion of the Scranton Catholic Young Men’s Association to the same famous mountain resort yesterday.” (*The Journal*, August 26, 1886, p. 3)

A pic-nic and clam-bake at Farview Park, hosted by the Columbia Fire Company, was announced for September 18 in the September 16, 1886 issue of *The Journal*. Here is that announcement:

“Firemen’s Parade and Excursion. / The members of the Columbia Fire Company have been making extensive arrangements for an imposing demonstration in our city on Saturday morning, previous to their departure for Farview, where they will have a pic-nic and clam-bake. / Invitations have been sent to the fire companies in the neighboring towns, and a number have given assurances that they will be present and participate in the parade. / The General Phinney Company of Green Ridge will bring with them their steam engine, and will give an exhibition of its workings for the benefit of our citizens. This will be all the better appreciated from the fact that the project of purchasing a steamer for the Carbondale fire department is being seriously agitated by our citizens. / An excursion train will leave Green Ridge at 7.30 a.m., arriving here at 8.30. Trains will leave Carbondale for Farview at 10 a. m., 11.30 a. m., and 1.30 p. m. Returning, the excursion train will leave Farview at 5 p.m. / The boys ask and are entitled to receive the liberal patronage of the public. They do not expect to make money from the excursion and pic-nic, but wish to raise enough to defray the expenses of the demonstration, which will not be inconsiderable. They certainly are deserving of recognition for their heroic services in the past, by which many thousands of dollars worth of property have been saved to our citizens. Let our people bear this in mind and give the boys a generous support on this occasion.” *(The Journal*, September 16, 1886, p.3)

The firemen's parade in Carbondale on Saturday, September 18, 1886, and the other activities that took place that day, including the trip to Farview Park by members of the Columbia Hose Company their friends (600 in the excursion party) are beautifully described in the article given below that was published in September 23, 1886 issue of *The Journal:*

"Firemen's Day. / The Firemen's parade last Saturday was not as large and extensive as our boys and the public were led to expect, but nevertheless it has had the effect of directing the attention of thoughtful citizens to the present unsatisfactory condition of our fire department, and the necessity of taking immediate steps for increasing its efficiency. While the *personnel* of Columbia Fire Company is first-class, their apparatus is not such as to inspire much enthusiasm on their part, and in the parade contrasted unfavorably with that of the visiting companies. / Then again the action of the water company in forbidding the use of the water, though it has been the subject of unfavorable criticism in some quarters, has excited in the minds of thinking people other thoughts than those of aminadversion [sic, animadversion]—those of alarm. Since the introduction of the water into our city by the water company, it has been our main reliance, on account of its tremendous pressure, in case of fire, and a feeling of insecurity is engendered by the thought of a failure of the water supply. In view of all this, the necessity for the purchase of a steam engine in the near future becomes more apparent. / The visiting firemen embraced two companies from Scranton, namely, the Excelsior Hose Company of Providence, and the General Phinney Engine Company, of Green Ridge. The latter company brought with them their handsome steamer. They arrived here at 9.30 a. m. and were met at the depot by Columbia Fire Company, headed by the Mozart Band. The line of march extended from the depot down River street to Main, up Main to Church, down Church to Seventh, thence up Main Street to the Park. Here the General Phinney Company, after some trouble, attached to the fire plug and gave an exhibition of the working of the steamer, which, everything considered, was very satisfactory. / After the exhibition, the firemen marched to the Gravity depot and took the train for Farview, where a delightful time was enjoyed by the boys and the 600 friends that accompanied them. / On their return from Farview the members of Columbia Fire Co. entertained their guests in their pleasant rooms. Refreshments were served and speeches made. The visiting firemen returned home on the night train, apparently well pleased at the manner in which they had been treated. / The members of the Columbia Fire Company desire to express their thanks to A. B. Durfee & Bro. and E. E. Hendrick, for use of teams; to R. Manville, superintendent, and E. A. Wheeler, passenger agent, of the D. & H. C. Co.; to their lady friends; to those who contributed so liberally, and to all others who assisted in making this demonstration a success. / Below we give a list of those who contributed money to assist the Company: / Van Bergen & Co. $5, Thos. Levison $3, John J. Monahan $3, E. P. Burke $3, James J. Davis $3, H. Rivenburg $2, I. Crane $2, J. O'Hearn $2, C. Fowler $2, John W. White $2, Evans & Alexander $2, J. W. Dimock $2, Delaney & Co. $1, B. H. Gardner $1, Geo. D. Couch $1, John W. Aitken $1, A. W. Reynolds $1, I. E. Whipple $1, T .R. Durfee $1, T. J. Gilpatrick $1, R. T. Maxwell $1, W. G. Bowers $1, Frank E. Dennis $1, G. F. Jacobus $1, P. Y Moran $1, Bryce R. Blair $1, P. Bridgett $1, B. S.

Clark $1, Thos. R. Lathrope $1, Mills Bros. $1, C. E. Spencer $1, James Stott $1, C. N. Bronson $1, W.G. Stephens $1, I. Rutherford $1, Geo. J. Davis $1, J. S. Jadwin $1, John Mohrs $1, C. H. Boughton $1, John Scurry $1, Humphrey & Evans $1, Joseph Alexander $1, Irving Davis $1, Robt. H. Tralles $1, H. Sahm $1, J. Crager & Co. $1,T. D. Bradley $1, H. B. Jadwin $1, John V. Beck $1, Chas. Hagan $1, Peter Mang $1, W. J. Gordon $1, Jas. B. McTighe $1, Chas O. Mellen 50c, Wm. B. Stansbury 50c, Mrs. Jas Howey 50c, John Gubert 50c, W. D. Watkins 50c, H. F. Wasman 25c. Total, $74.75." *(The Journal*, September 23, 1886, p. 3)

An interesting marketing opportunity for the D&H became available in 1886, when the Erie Railroad announced the opening of a new and short route from Carbondale to New York and return, via Honesdale. Potential excursion parties from New York City and the east, the D&H surely realized, could be encouraged to travel to Honesdale, and from there, via the D&H Gravity Railroad (five trains daily in 1886 each way between Carbondale and Honesdale) to the D&H's mountain-top excursion resort, Farview Park, and to Carbondale, via Level 20, through Shepherd's Crook. A morning and an afternoon train to New York City, accordingly, were scheduled from Carbondale's Union Depot: one way $5, round trip ticket (good for ten days) $6.75. By the closing years of the nineteenth century, as we will demonstrate below, excursion parties from New York City and the east to Carbondale were not uncommon.

Here is the announcement of the Erie's new route, the short route between Carbondale and New York City, via Honesdale, that was announced in the November 4, 1886 issue of the Carbondale newspaper, *The Journal:*

"The Erie's New Route. / As late as thirty years ago, the only mode of communication between Carbondale and New York was by way of stage coach to Narrowsburg, and thence by rail to the metropolis. In those days, a trip to New York and return occupied nearly a week and was considered a formidable undertaking, scarcely to be thought of unless the same was impelled by necessity. Freight was shipped from New York by 'Wilbur's Delaware & Hudson Canal Line' by way of Rondout to Honesdale, and from the latter place it was brought to this city on the D. & H. gravity railroad. This line also carried passengers who desired to go by boat to and from the city. / In 1856 upon the completion of the Delaware, Lackawanna and Western road between Scranton and New York, the passenger and freight traffic between the latter city and Carbondale was diverted almost exclusively to the new route. In 1858 passenger trains were placed on the D. & H. road to Scranton, and the railroad connection between Carbondale and New York was complete. / But in 1877, the D. & H. C. Co. also began to run passenger trains over the Gravity road to Honesdale, and the number of trains have been increased as the business grew in extent, until at this time five trains are run daily each way. Since 1856, the Erie road had been extended to Honesdale, and it only remained for the officials of that company to grasp the opportunity which the easy railroad facilities between Carbondale and Honesdale held out to them. With commendable energy they set to work, by increasing their facilities, to open a new and short

route from Carbondale to New York, via Honesdale, and the steady increase of travel in that direction goes to prove that the route is growing in popularity with the traveling public. By the trains now leaving the Union depot in this city at 9.40 a. m. and 3.10 p. m., passengers will arrive in New York at 5 p.m. and 8.55 p. m. The Erie company are now selling tickets to New York for $5.00; round trip tickets, good for ten days, $6.75. On account of the picturesque and varied scenery along this route, it is destined to become very popular." *(The Journal,* November 4, 1886, p. 3).

0907

Excursions to Farview, 1887

The 1887 excursion season on Moosic Mountain on the Gravity Railroad began with the severest storm of the season on Saturday, February 26, which interfered with all Gravity trains coming into Carbondale. The afternoon train got stuck in the snow on the mountain and the passengers were brought into town on Durfee's bus:

"The storm on Saturday was by far the severest one of the season, and the running of trains on all the roads leading into our city was more or less interfered with. The afternoon train on the Gravity railroad, which was due here at 4:55, was stuck in the snow drifts when near town, and the passengers were brought in by Durfee's bus. The other trains managed to run though, though not on schedule time." (*The Journal,* March 3, 1887, p. 3.)

In the following week, the D&H began preparing the grounds at Farview Park for the 1887 season. One of the new improvements for the park was the erection of a new observatory at High Knob, the highest point on the Moosic Mountain above Carbondale/Waymart:

"The Del. & Hud. C. Co., are fitting up the grounds at Farview for the Summer. Among other improvements a new observatory is being erected. Wm. McMullen has charge of the work." (*The Journal,* March 10, 1887, p. 3)

It was Case's carpenters who were in charge of dressing up the lumber for the new tower:

"Case's carpenters are at Farview, dressing up lumber for the new tower at High Knob." *(Carbondale Leader,* March 22, 1887, p. 4)

In addition to a new observatory on the elevation to the north of the grounds, a miniature lake and more swings were to be added to the attractions there. Several excursions, including one for the benefit of the Memorial Park fund in Carbondale, were already lined up for the 1887 excursion season:

“Farview is destined during the coming season to maintain its popularity as a pleasure resort. The grounds are being greatly improved, and a number of new attractions added. Among these are a new observatory on the elevation to the north of the grounds, a miniature lake, etc. More swings have also been added. An excursion for the benefit of the Park fund will go there on June 28th, and we learn that St. John’s Catholic congregation of Honesdale have again secured the place for July 4th. The Germania Singing Society of this city are also contemplating an excursion some time next month.” (*The Journal,* May 19, 1887, p. 3)

By mid-June, several additional excursions were announced. In addition, extra trains to Farview from Carbondale were announced on the occasion of all excursions. These extra trains, it was noted, "will be a great convenience and . . . show that the D. & H. railroad officials are always prepared to meet the wants of the public.”:

“Excursions to Farview. / The following excursions to Farview are announced to come off the present month [June]: / Saturday, June 18—Ladies Guild of St. Luke’s Church, Scranton. Also goes to Honesdale. / Monday, June 20—G. A. R. and S. of V., Scranton. / Tuesday, June 21—Germania Singing Society of this city, and Scranton and Honesdale societies. /Tuesday, June 28—Memorial Park Association. / Hereafter, an extra train will be run to Farview at 1 o’clock on the occasion of all excursions to that point from this station and points South. Heretofore, extra trains in the afternoon were run only by special agreement, and without any regard for regularity. This will be a great convenience and goes to show that the D. & H. railroad officials are always prepared to meet the wants of the public.” *(The Journal,* June 16, 1887, p. 3)

The Memorial Park excursion, it was publicly noted, will make it easy for the pubic to "see the extensive improvements which have recently been made to add to the attractiveness of this naturally beautiful spot [Farview Park]." It will also be a good opportunity for the general public to contribute to the Memorial Park fund for placing an arc electric light in Memorial Park, Carbondale. Tralles will be in charge of refreshments and Professor Kent will furnish the music for dancing:

“The Park Excursion to Farview. / Everybody will want to visit Farview this season, and see the extensive improvements which have recently been made to add to the attractiveness of this naturally beautiful spot. The Park excursion which takes place on the 28th of the present month will afford one of the best opportunities to do so, besides giving our people a chance of contributing their mite to an object of public benefit—the placing of an arc electric light in the Park. The fare will be 35 cents for adults, and 25 cents for children. Tickets are for sale at the stores of Pascoe & Scurry, Evans & Alexander, John Scurry, E. P. Burke, J. Gorman & Co., and R. H. Tralles. Prof. Kent will furnish the music for dancing, and Tralles will have charge of the refreshments.” *(The Journal,* June 16, 1887, p. 3)

Most unfortunately, Conrad Hildebrand, a member of the excursion group from the G. A. R. and S. of V., Scranton on Monday, June 20, fell as he was running to catch the train for Scranton at Carbondale's Union depot, at the end of the day, and broke both bones of the leg about the middle:

"Accident to an Excursionist. / Conrad Hildebrand, who accompanied the Scranton G. A. R. excursion to Farview on Monday, met with a serious accident in the evening as the train was leaving the Union depot for Scranton. He had gone into one of the houses near by, and as the train began to move he started on a run to catch it. He caught his foot in a frog and fell, breaking both bones of the leg about the middle. He got up and attempted to walk, and in doing so forced the ends of the broken bones through the flesh and skin, lacerating the parts terribly. Drs. Bailey and Wheeler set the limb, and the injured man was taken to his home in Scranton on the 8:15 train the same evening." *(The Journal*, June 23, 1887, p. 3)

A reminder notice of the Memorial Park excursion on June 28th was published in the *Carbondale Leader* on June 25:

"Tuesday's Excursion. / There are a good many people in Carbondale who haven't yet been to Farview this year and Tuesday next would be a good day. You will be surprised at the improvements there since last year. By going next Tuesday, you will be contributing toward the placing of an electric light in the Park, because the excursion is held by the Park Association for that purpose." *(Carbondale Leader,* June 25, 1887, p. 4)

Here is the list of bookings of Farview Park for the period July 7-20, 1887 that was published in *The Journal* of July 7, 1887, p. 3:

To Farview.

The following excursions are booked for Farview during this month :

7th—Grace Episcopal church of Honesdale.

8th—Grace Reformed Episcopal church, Scranton.

9th—Excelsior Hose Co. of Providence.

12th—Wave of Light Lodge, No. 1375, I. O. G. T., of Carbondale.

13th—Methodist Sunday-school, Carbondale.

14th—Ely Post, No. 97, G. A R., of Wilkes-Barre.

15th—Presbyterian Sunday-school of Carbondale.

19th—Keystone Band, Carbondale.

20th—Jr. A. P. A., of Carbondale.

21st—Methodist Church, Rev. Wm. F. Nichols, pastor, Priceburg.

22d—First Baptist Church of Wilkes-Barre.

23d—Jr. A. P. A., of Pittston.

26th—Young Ladies' Society, M. E. Church, of Plainsville.

27th—Moosic and Pleasant Valley Presbyterian Churches.

28th—Congregational Sunday-school, Carbondale.

20th—Crescent Club Carbondale.

Picnics and excursions, to Farview Park and elsewhere. The quality of life in the anthracite region got better and better with each passing year.

"PICNICS AND EXCURSIONS. / A Long List From Which the Pleasure Seeker Can Choose. / The next picnic this week from this city will be on Friday next, the 15th, when the Presbyterian Sunday school will spend the day at Farview. It will be a general picnic, the congregation, to whom dinner tickets will be given, eating in the pavilion together so that every one will share alike in that respect. For others, Tommie Levison will be on the ground with ice cream, sandwiches, etc. Tickets for this picnic can be procured at the stores of I. Crane, W. Burr, John Scurry and Bolton and Reynolds. / The Baptist excursion to Shohola Glen on the 19th inst. will probably embrace a large crowd. Last year the number was large and many were so well pleased that they will again visit the beautiful resort, and through their praises many who have never been there will go. The trip will be made via the gravity to Honesdale and from there on the Erie to Shohola, and the cost $1.25 for adults and 75 cents for children. / On July 19 the big band excursion to Farview takes place when about a dozen organizations will be present. It is under the auspices of the Keystone Band of this city. / On the morning of July 20 the big Jr. A. P. A. parade will take place in this city, after which the crowd will spend the day on the summit of the Moosics. / St. Josephs T. A. B. society of Forest city will spend July 26th in the grove back of the M. E. church in that place and they invite their friends to enjoy it with them. / Elijah

Carpenter's big excursion to Farview which will draw from every town on the Jefferson branch will take place on August 2nd. / The Father Mathew excursion to Philadelphia on August 2 will draw some from this vicinity to the annual convention. / The Forresters of this city have decided to picnic at Farview on August 26. / Cambrian lodge, I. O. O. F. will hold their annual picnic at Farview on August 18." *(Carbondale Leader,* July 12, 1887, p. 4)

On the morning of July 20, it was announced in the *Carbondale Leader* of July 16, the big Jr. A. P. A. parade will take place in Carbondale, after which the crowd will spend the day on the summit of the Moosics at Farview Park, with music provided by the Mozart Band and Kent's Orchestra:



Carbondale Leader, July 16, 1887, p. 4:

The Jr. A. P. Association parade in Carbondale and excursion to Farview Park on July 20 was and unqualified success in every respect. Fifteen hundred excursionists took the 10:30 A.M. train to Farview. Subsequent trains carried up 22 more cars filled with excursionists, making a total of about 2,300 excursionists, the largest picnic of the year (to date) at Farview Park:

"YESTERDAY'S 'CELEBRATION.' **/ An Interesting Parade Followed by the Biggest Picnic of the Season. /** Yesterday was a large day for the Jr. A. P. Association of this city, and those who weren't 'Japs' were nothing. The parade was not a disappointment, nearly every society advertised coming, and bringing with them scores of pretty girls, the party filling six cars. There were met at the station by the local lodge and the Mozart Band where the parade formed as follows: ' Mozart Band. / Enterprise Lodge, Hyde Park, 42 men. / Olyphant Band. / Olyphant Lodge, 50 men. / Drum corps. / Jermyn lodge, 21 men. / Drum corps. / Taylorville lodge, 37 men. / Hyde Park and Carbondale Jr. ball clubs. / Franklin lodge, Carbondale, 26 men. / Nearly all the lodges were uniformed and many showed the proficiency of soldiers in their marching, the Hyde Park society attracting especial attention and considerable favorable comment for their good appearance. The line moved down Railroad street to Wall; up Wall to Main; down Main to Eighth; up Eighth to Church; up Church to D. & H. Gravity depot. By the time this place was reached the crowd was so large that it was difficult to furnish cars for transportation, nearly 1500 going up on the 10:30 train. Subsequent trains carried up 22 cars more filled with excursionists, making a total of about 2,300—the largest picnic held this year at Farview. / At the grounds perfect order reigned and everybody seemed to enjoy the day, some dancing to the strains of Kent's excellent orchestra, some rambling along the beautiful drives and others witnessing the match game of baseball played between the Hyde Park and Franklin lodges' teams. The former won easily. / It took two trips to Farview to bring the crowd back, the last train arriving at 7:50. The visitors left on the 8:20 train for their homes down the valley after expressing in unmistakable terms their appreciation of the local society's entertainment." *(Carbondale Leader,* July 21, 1887, p. 4)

More picnics and more excursions, to Farview Park and elsewhere, including an excursion of the Snapper club to Saratoga from Carbondale on August 2, were announced in the *Carbondale Leader* of July 21, 1887:

"Picnics, Excursions, etc. / St. Josephs T. A. B. society of Forest city will spend July 26th in the grove back of the M. E. church in that place and they invite their friends to enjoy it with them. / July 30, joint picnic of the Juvenis club, of Pittston, West Side club, of Scranton, and Crescent club of this city to Farview. Reduced rates at all stations. / Elijah Carpenter's big excursion to Farview which will draw from every town on the Jefferson branch will take place on August 2nd. / Excursion of Snapper club to Saratoga, August 2. Fare from Carbondale, Jermyn and Archbald. $4.00. / The Father Mathew excursion to Philadelphia on August 2 will draw some from this vicinity to the annual convention. / The Foresters of this city have decided to picnic at Farview on August 26. / Cambrian lodge, I. O. O. F. will hold their annual picnic at Farview on August 18." *(Carbondale Leader,* July 21, 1887, p. 4)

Rave reviews for Farview Park, from far and near. The first several lines of the following announcement of August 1887 engagements for Farview Park that was published in the *Carbondale Leader* of July 28, 1887 say it all.

"FARVIEW'S POPULARITY. / Still on the Increase—Dates for the Month of August. / Farview is in as much demand for August as in June or July, and more this year than ever before. It is doubtful whether the D. & H. officials when they prepared this delightful spot ever anticipated such a popularity for it—an engagement nearly every week day for several months. No other place in this section had the 'run' which Farview is enjoying with no prospects of an abatement of the stream. Private parties go there almost daily and excursion parties who have been once announce their intention of going again, so delighted are they with the attractions, natural and artificial. August engagements thus far, which will be supplemented by many more, if the past two months can be taken as criterions, are: / 1—Wilkes-Barre Typographical Union. 2—Jefferson branch excursion. 3—Dalton Baptist Sunday school. 10—St. James Catholic church, of Jessup. 11—Howard lodge, I. O. O. F., Honesdale. 13—Employes of the D. L. & W. machine shops, Scranton. 15—Kinghts of the Golden Eagle, Wilkes-Barre. 16—Washington Commandery, K. T., Scranton. 18—Cambrian Lodge I. O. O. F., of Carbondale. 19—Archbald Sunday school. 20—Wilkes-Barre Ramblers' Bicycle Club. 23—Mozart Band, Carbondale. 24—M. E. church, of Honesdale. 25—Irish Nationalists, of Scranton. 26—Ancient Order of Forresters, Carbondale. 27—Scranton Athletic Club." *(Carbondale Leader,* July 28, 1887, p. 4)

One of the pastimes at the outing of the Wilkes-Barre Typographical Union at Farview Park will be a baseball game between the Wilkes-Barre and Scranton printers:

"The printers of Wilkes-Barre [Wilkes-Barre Typographical Union] will have an excursion to Farview next Monday [August 1]. Among the pastimes will be a game of base ball between the Wilkes-Barre and Scranton printers." (*The Journal,* July 28, 1887, p. 3)

Printers, typographers, Knights of the Golden Eagle, Sunday School groups, employees of the D. L. & W. machine shops, among dozens and dozens of community, religious, and employee groups from far and near, as well as social groups from the highest level of Carbondale society, were all drawn to Farview Park. On Wednesday, July 27, 1887, an excursion party, hosted by Mrs. J. B. Van Bergen and Mrs. Andrew Watt, lunched at Farview Park:

"A party consisting of Mrs. J. B. Van Bergen, Mrs. Andrew Watt, Miss Kate Van Bergen and her niece, Miss Annie Benson, of New York, Mr. and Mrs. R. R. Van Bergen and son, Harry Van Bergen, Miss Ells, of Oxford, Ohio, Mrs. Parker, and Miss Ferguson, of St. Louis, lunched at Farview yesterday." *(Carbondale Leader,* July 28, 1887, p. 4)



"D&H Employee Picnic at Farview," photograph in the collection of the Carbondale Historical Society.

The Banner Excursion of the Crescent Social Club of Carbondale, the West Side Social Club of Scranton, and the Juvenis Social Club of Pittston to Farview Park on July 30, 1887, was announced in the *Carbondale Leader* of July 16, 1887. A special feature of the day will be a base ball game between the Ravine Base Ball Club, of Pittston, and the Young Americans, of Carbondale. Special excursion trains will be organized from Susquehanna, Pittston, and Scranton:



WAIT FOR THE

BANNER EXCURSION,

of the

CRESCENT SOCIAL CLUB,

of Carbondale,

WEST SIDE SOCIAL CLUB,

of Scranton,

JUVENIS SOCIAL CLUB,

of Pittston, to

Farview Park

on

Saturday, July 30, 1887.

Amusements and Refreshments of all kinds will be on the grounds. A band of Music will accompany each of the Social Clubs on the excursion. A special feature of the day will be a

GAME OF BASE BALL

BETWEEN THE

Ravine Base Ball Club, of Pittston,

AND THE

Young Americans, of Carbondale,

for the championship of Luzerne and Lackawanna counties. Don't fail to see this game.

A special excursion train will be run from Susquehanna under the auspices of the above named clubs on that day. Tickets can be procured from any of the members of different clubs, and at all stations of the D. & H. Railroad. Trains will leave Pittston 7 a. m., Scranton, 7:30, Carbondale. 8:30.

EXCURSION RATES.

Pittston, - - - - - -	$1.10
Scranton, Providence and Green Ridge,	1.00
Dickson City, - - - - -	.90
Olyphant, - - - - -	.80
Peckville and Winton, -- - -	.70
Archbald, - - - - - -	.60
Jermyn, - - - - - -	.50
Carbondale, - - - - - -	.30

If the weather should prove unfavorable the excursion will take place on the next open date that can be secured.

Carbondale Leader, July 16, 1887, p. 4:

Here is the list of bookings for Farview Park for August 1887.

1 Wilkes-Barre Typographical Union

2 Jefferson Branch excursion

3 Dalton Baptist Sunday-school

10 St. James' Catholic Church of Jessup (see articles on pp. 57-58)

11 Howard Lodge, I. O. O. F., Honesdale

13 Employees of the D. L. & W. machine shop, Scranton

15 Knights of the Golden Eagle, Wilkes-Barre

16 Washington Commandery, K. T., Scranton

18 Cambrian Lodge, I. O. O. F., Carbondale

19 Archbald Union Sunday-schools

20 Wilkes-Barre Ramblers' Bicycle Club

22 Young Women's Christian Temperance Union, Pittston

23 Mozart Band, Carbondale

> **"The Mozarts' Big Excursion. /** The Mozart Band will have their annual excursion to Farview next Tuesday. The Mozarts are one of the finest musical organizations in this section of the country, and local pride alone should induce our citizens to give them a liberal patronage on this occasion. They have kept up their organization under the most discouraging circumstances, and their efforts to furnish our people with good music should be rewarded. Bauer's celebrated band, of Scranton, will render the following fine program at Farview during the day: / March, 'Alvin Joslin'---*Pettee.* / Grand Selection, 'Un Ballo in Maschera'---*Verdi.* / Grand Fantasia, 'Around the World'---*Round* / Trombone Solo, 'Friendship,'---*Harris.* William Griffiths and band. / Fantasia, 'Ein Marchen,'---*Bach.* / Selection from 'Il Trovatore,'---*Verdi.* / Cornet Solo, "Facilita,"---*Hartmann.* Joseph Summerhill and band. / Grand Descriptive Fantasia, 'Pride of Scotland,'---*Round." (The Journal,* August 18, 1887, p. 3)

> "The excursion of the Mozart Band to Farview on Tuesday was one of the largest of the season, filling fifty-three Gravity cars. Bauer's band of Scranton, with their fine music upon our streets in the morning and after their concert at Farview in the afternoon, added much to the enjoyment of the occasion." *(The Journal,* August 25, 1887, p. 3)

24 Young People’s Library Association, of St. Mary’s German Catholic Church, Scranton

25 Methodist Church, Honesdale

25 Irish Nationalists, of Scranton

"'It is estimated that over six thousand persons visited Farview last Thursday on the occasion of the Irish nationalist's picnic there." (*The Journal*, August 5, 1886, p. 3)

26 Ancient Order of Foresters, Carbondale

27 Scranton Athletic Association

29 Sons of Temperance, Pittston

30 Trinity Church Sunday-school, Carbondale

“As the Trinity Sabbath school excursionists, were returning from Farview on Tuesday afternoon, and when nearing Shepherd’s Crook, Myrtie, the six-year old daughter of Thomas Pengelly, fell from the car. In the excitement of the moment Miss Mary Masters, who was near, instantly jumped from the moving train, but wonderful as it seems, neither received serious injury.” (undated clipping in one of the Gritman scrapbooks)

31 Wm. H. Davies Post, No. 187, G. A. R., Carbondale

“A Reunion at Farview. / Three years ago when our park was yet uncompleted, Wm. H. Davies Post had an excursion, the profits of which were to go to the Park fund. In the venture they were unsuccessful and lost $90; and too, at a time when they had already given the Park fund $100. Since this time the G.A. R. helped the park in many other ways, but have never had one [an excursion] themselves. On the 31st. inst., therefore, at their picnic and clam bake to Farview, which they decided upon at their meeting last evening, they deserve most liberal patronage. / It will be a goodly attended affair without doubt, as all the posts in this section will be represented, and it will be a sort of ‘Grand Army Day.’ ” *(Carbondale Leader*, August 11, 1887, p. 4)

"Wednesday, August 31st, will be "Grand Army Day" at Farview. The excursion will be run by Wm. H. Davies Post of the city, and all the Posts in this section of the country have been invited to participate. The huge clam bake will be one of the features of the occasion. Kent's orchestra will furnish the music for dancing. This promises to be one of the "biggest things" of the season." (*The Journal*, August 18, 1887, p. 3)

“About seven hundred people attended the G. A. R. clam-bake and Picnic at Farview yesterday. The occasion was a very pleasant and enjoyable one.” *(The Journal*, September 1, 1887, p. 3)

> **“The G. A. R. Excursion.** Fortune smiled on the Grand Army post yesterday in giving them a beautiful day for their picnic and a large crowd as a consequence. Over 500 tickets were sold—a large number considering the many excursions which have been previously run to Farview. Everything passed of pleasantly ad the ‘Vets’ had a good time if they didn’t make a fortune.” *(Carbondale Leader*, September 1, 1887, p 1)

The conductors on the D&H excursion cars to Farview Park surely developed special skills in hosting large crowds of holiday/excursion travelers to and from Farview Park. Ed Hubbard was one of those "excursion conductors":

“Ed Hubbard is conducting the Farview excursion trains now-a-days. Henry Herberts is taking care of the passenger train in the meantime.” *(Carbondale Leader,* August 6, 1887, p. 4)

Henry Herbert is acting as conductor on the regular passenger train on the Gravity to Honesdale, in place of Ed. Hubbard, while the latter is running excursion trains to Farview, which at present he is called upon to do almost daily.” (*The Journal*, August 11, 1887, p. 3)

In the write up, given below from the August 11, 1887 issue of the *Carbondale Leader* of the excursion party from St. James’ Catholic Church of Jessup to Farview Park (the largest picnic yet held at Farview; 78 loaded excursion cars carried the 3,500 excursionists to Farview Park) we read: "No place in Pennsylvania has ever had Farview’s popularity and none deserves popularity more." Here is the complete text of the write-up of that excursion from the *Carbondale Leader:*

“TWO BIG EXCURSIONS. / The Largest Picnic Yet Held at Farview.—Tallie Morgan’s Gathering. / Father Melley’s excursion from Jessup was the biggest that has yet visited Farview, the number of heavily loaded cars being 78, and the number of picnickers being estimated at 3,500. About 500 of these were contributed by Carbondale. A picnic of the size of this last year would have been a wonder here and indeed would be now in many places, but in this season of big crowds—and Farview seems to be having a monopoly of them—it is simply referred to as ‘quite an excursion.’ Last year when the Irish Nationalists of Scranton sent nearly three thousand to the summit of the Moosics the thing was considered a monster and still this year there have been several that have gone ahead of it and were too much for the railroad’s facilities, necessitating the returning of the people in two trains, the cars bringing the first section being returned for the remainder. No place in Pennsylvania has ever had Farview’s popularity and none deserves popularity more. This stroke of enterprise has paid the D. & H. Co. well. / Carbondale sent about 100 yesterday to Mountain Park which was the scene of the largest temperance gathering that has ever taken place in Northeastern Pennsylvania. Fully 2,000 temperance advocates were present from all portions of the Wyoming and Lackawanna valleys. Hon M. S. Fanning, of Michigan, ex-Governor St. John, of Kansas, and Miss Clara Hoffman, of Missouri,

made interesting and entertaining addresses and were cheered and applauded to the echo. The event was what is known as a temperance picnic and it was a tremendous success." *(Carbondale Leader*, August 11, 1887, p. 4)

Here is the write-up of the excursion of Father Melley, for the benefit of the Jessup Catholic church, that was published in *The Journal* on August 11, 1887:

"The excursion of Father Melley, for the benefit of the Jessup Catholic church, yesterday, to Farview, was one of the largest, if not the largest, of the season. Trains from stations on the D. & H. road south brought about 2,200 excursionists to this city, while the number on the grounds at Farview were estimated at over 3,000. The game of ball between the Young Americans of this city and the Sunsets of Archbald was well contested, and was won by the latter club by one run." (*The Journal,* August 11, 1887, p. 3)

Notes about excursions to Farview Park published in *The Journal,* August 25, 1887, p. 3:

- "Court Lily of Carbondale, Ancient Order of Foresters, will have their excursion to Farview to-morrow."
- "Grand Army Day at Farview next Wednesday. Clam-bake! Don't forget it! Take it in!"
- "Yesterday was a rainy day, but about five hundred excursionists of St. Mary's Catholic German Church, Scranton, enjoyed the pleasures of Farview."
- "Notwithstanding the unfavorable weather, quite a party from Pittston under the auspices of the Young Woman's Christian Temperance Union of Pittston enjoyed an excursion to Farview on Monday."
- "Go along to Farview on Tuesday next, and enjoy the vocal concert in the Pavilion during the afternoon, in connection with Trinity Parish Picnic. Trains leave at 9 a. m. and 1 p. m."

Here is the notice that was published in *Carbondale Leader* of August 20, 1887, p. 4, to announce Grand Army Day at Farview on August 31:

GRAND ARMY DAY

AT

FARVIEW

ON

Wednesday, Aug. 31.



Large Gathering of Veterans and their Friends at the Popular Resort. Bean Bake, Clam Bake, Ice Cream, Coffee, Sandwiches and Temperance Drinks. (no intoxicating drinks to be sold.)

Kent's Orchestra will furnish Dancing music.

The Famous "Snapper Club" will parade the evening previous to the excursion.

LOW RATES

have been secured on all the local railroads.

Rates from Carbondale to Farview,

Adults, 30c.. Children, 25c,

Trains will leave Main street station at 10 a. m. and 1 p. m.

Main Street station was the Gravity station on North Main Street.

Carbondale Leader, August 20, 1887, p. 4:

Here are the engagements for Farview Park for September 1887, as of August 27, 1887. In this announcement, we read: "As, in ancient time, all roads led to Rome, so this year all excursion trains in northeastern Pennsylvania are headed toward Farview."

SEPTEMBER AT FARVIEW.

Next Month Promises to be as Full as This Has Been.

The coming month bids fair to be as prosperous a one for the Gravity road as the one just closing has. Farview has a remarkably large number of engagements for so long a time ahead and the probabilities are that many more will be added to those already scheduled. As, in ancient time, all roads led to Rome, so this year all excursion trains in northeastern Pennsylvania are headed toward Farview. The engagements set down for September, so far, are as follows:

1st. Honesdale Liederkranz.

2nd. Methodist Episcopal church of Clifford.

3rd. Cambrians of Wilkes-Barre.

5th. Ramblers Bicycle club of Wilkes-Barre (possibly).

6th. Young Men's Christian Association of Carbondale.

8th. St. Dominick's Roman Catholic church of Parsons.

9th. Baptist and Episcopal churches of Jermyn.

10th. St. Mary's Roman Catholic church of Providence.

12th. Castle No. 174, Knights of Pythias, of Wilkes-Barre.

14th. M. E. churches of Peckville and Jermyn.

10th. St Paul's Roman Catholic church of Green Ridge.

21st. Ladies' society of the Plainsville M. E. church.

22nd. Christian church, of Plymouth.

24th. Castle No. 490, Knights of Pythias, of Wilkes-Barre.

Carbondale Leader, August 27, 1887, p. 4:

There is a typo in this list. The excursion of St. Paul's Roman Catholic Church of Green Ridge was scheduled for the 19th—not the 10th.

Also:

Sept. 16: St. Paul's Roman Catholic Church of Cherry Ridge

Sept. 17: Ladies Society of Plainesville Methodist Episcopal Church

Sept. 26: Christian Church of Plymouth

Sept. 26: Castle No. 429, Knights of Pythias of Wurtsboro

One of the special features of the excursion outing of the Peckville Methodist Episcopal and Baptist Sunday schools and the Jermyn Methodist Episcopal church Sunday School on September 14, it was announced in *The Journal* of September 1, was a baseball game, to begin at 11 A. M.

“The Sunday-schools of the Peckville and Jermyn M. E. Churches will picnic at Farview on the 14th inst., and the following card is published: The Peckville M. E. and the Baptist Sunday schools accept the challenge of the Jermyn M. E. Sunday school club for September 14 at Farview. Game called at 11 a. m.—VINNIE MACE, Captain. E. B. HIORNS, Manager.” *(The Journal,* September 1, 1887, p. 3)

Remarkably, and inexplicably, the Young Men's Christian Association of Carbondale excursion on September 6, 1887 to Farview was not a success. Unsuccessful excursions to Farview were rare.

“The excursion of the Y. M. C. A. to Farview on Tuesday [September 6] was very slimly attended, and those who went became lonely and returned early.” *(The Journal,* September 8, 1887, p 3)

The excursion on September 19th of Saint Paul's Church, on the other hand, was expected to be the largest excursion of the year to Farview Park:

"The excursion of St. Paul's Church, next Monday will, if the weather proves favorable, be one of the largest that have gone to Farview this year. Owing to the prominence and great popularity of the pastor, Rev. P. J. McManus, in the Father Mathew cause, nearly all of the Father Mathew societies in the valley, including the Knights, St. Rose and Pioneer societies of this city, have decided to take part in the excursion. A number of games of base ball between prominent clubs will be played on the grounds, and a general good time is expected." *(The Journal,* September 15, 1887, p. 3)

September 16th was Baseball Day at Farview, hosted by the Scranton Base Ball club:

“A Big Day at Farview. / To-morrow will be Baseball Day at Farview and all admirers of the game can just revel in the sport for thirty cents, this being the price of tickets to that place where two excellent games will be played free of cost. The first one will be between the Scrantons and the Elmiras, a strong professional club which though it is not in any league, has defeated some of the strongest clubs in the International. The second will be a contest between the Young

Americas, of this city, and the Athletics for the championship of the county. The Youngs are confident of doing up the Scranton amateurs this time, a thing which they have come within an ace of doing several times. Trains will leave this city for Farview at 9:30 a. m. and 1:15 p. m. / Baseball Notes. / The Stars of Minooka did not play here yesterday afternoon, sending in their place a telegram announcing that they could not come. Not many were disappointed, however. / The Crickets, of Railroad street, challenge any club in the city whose members are under 15 years of age. / C. WHITNEY, Capt." *(Carbondale Leader*, September 15, 1887, p 4)

The baseball excursion on the 16th was expected to be a big one, with two games of baseball to be played:

"It is expected that the excursion of the Scranton Base Ball club to Farview tomorrow will be a big one. Two games of base ball will be played on the grounds there. One of these will be between the Sunsets, of Archbald, and the young Americans, of Carbondale, the leading amateur clubs of the county, for $20, and the other will be between the Scranton and Elmira professional clubs." (*The Journal,* September 15, 1887, p. 3)

Regrettably, the Scranton Base Ball Club excursion was one of the slimmest of the season, with only about 20 persons, outside the clubs involved, in attendance. Another unsuccessful excursion to Farview. This is the second unsuccessful excursion in early September 1887.

"The excursion of the Scranton Base Ball Club to Farview last Friday was one of the slimmest of the season. Scarcely a score outside the clubs were in attendance." (*The Journal*, September 22, 1887, p. 3)

One of the reasons for the unsuccessful excursions to Farview on September 6 (YMCA) and the 16th (Scranton Baseball Club) might well have been the weather. In *The Journal* of September 22, 1887, we read:

"One of the results of the recent cool weather has been the cancelling of all dates for excursions to Farview until October 6th. The excursion of the Christian Church of Plymouth today numbered about twelve gravity cars." (*The Journal*, September 22, 1887, p. 3)

0908

Excursions to Farview, 1888

During the winter of 1887, it appears, the D&H decided to install a branch track from Plane No. 9 to the Farview picnic grounds, a track that would convey passengers to within 200 feet of the pavilion in Farview Park. In March of 1888, the new branch track was under construction:

"The Del. & Hud. C. Co. are building a new branch track from No. 9 to Farview grounds, on which they will convey passengers to within 200 feet of the pavilion. It don't feel like it now, but in a few weeks the picnic season will dawn." (*The Journal*, March 8, 1888, p. 3)

In the following month, April, 1888, yet another improvement was being made at Farview: a commodious depot was under construction:

“The D. & H. C. Co. are erecting a commodious depot at Farview. They are making many other improvements at this justly popular summer resort.” (*The Journal*, April 19, 1888, p. 3)

There was a high level of community involvement in the success of Farview Park. William F. Stanton of South Canaan who, during the winter, accidentally caught an eagle in a trap that he had set for a wild cat, decided to exhibit the eagle at Farview during the picnic season "so that visitors to that famous resort will have a chance to see our national fowl."

“William F. Stanton, a well to do farmer of South Canaan, Wayne county, pays a good deal of attention to hunting and trapping during the winter seasons. Upon going to a trap he had set for a wild cat, one day recently, he was very much surprised to find a very large eagle securely fastened by one claw. With some trouble, Mr. Stanton removed his prize from the trap and took it home, where he placed it in an out-house which is eleven feet square. In this the Bird of Liberty cannot spread its wings to their full extent, so one can form an idea of its size. It is said that Mr. Stanton will exhibit it at Farview during the picnic season so that visitors to that famous resort will have a chance to see our national fowl.—*Leader.” (The Journal,* March 15, 1888, p. 3)

Excursions for the period June 29—August 25, 1888, "as obtained from Asst. Supt. Manville this morning," were announced in the *Carbondale Evening Leader,* June 28, 1888, p. 4:

FARVIEW IN DEMAND.

Additional Dates That Have Been Secured for the Park.

Last month we gave a list of the dates secured for Farview. Since then there have been many engagements for the park on the Moosic and the list as it appears now to the end of August is much more full. Here it is, as obtained from Asst. Supt. Manville this morning:

June 29th, Trinity Sunday School of West Pittston, excursion to Farview.

June 30th, excursion from Windsor to Farview.

July 4th, excursion of Rev. Father John Dougherty's Church, Honesdale to Farview.

July 14th, Providence Citizens' Band, excursion to Farview,

July 17th, St. Aloysius Society, of Carbondale, excursion to Honesdale.

July 18th, Jr. A. P. A., of Carbondale, excursion to Farview.

July 19th, Martin Luther Lodge, No. 22, of Taylerville, excursion to Farview.

July 21st, excursion Kights of Labor, of Wilkes-Barre, to Farview.

July 23d, excursion of the Jr. A. P. A. of Olyphant, to Farview.

July 24th, excursion Prospect Rock Lodge, Knights of Pythias, Wilkes-Barre to Farview.

July 25th, excursion Radiant Star Lodge, No. 178, Knights of Pythias, Plymouth to Farview.

July 26th, excursion Trinity church Sunday school of Carbondale, St. Luke's Sunday school of Scranton, and the Sunday school of the church of Good Shepherd of Green Ridge to Farview.

July 27th, Miners' excursion, Wilkes-Barre to Farview.

July 28th, Ancient order of Foresters, of Carbondale, excurision to Farview.

July 31st, Leek Cornet Band, of Pittston, excursion to Farview.

August 2d, Ladies of the First Presbyterian Church of Scranton, excursion to Farview.

August 8th, excursion of Father Whitty, T. A. B. Society, Providence to Farview.

August 18th, excursion Crescent Social Club of Carbondale, to Farview.

August 21st, excursion St. Paul's Roman Catholic church, Green Ridge to Farview.

August 23d, excursion Mozart Band, of Carbondale, to Farview.

August 25th, excursion Sons of Temperance, Knights and Ladies of Honor, of Pittston, to Farview.

0909

Excursions to Farview, 1889

Opening day at Farview Park in 1889 was Memorial Day, when about 2,000 persons, a little less than half of whom came to Carbondale by rail from points south of Carbondale for the outing. The day at Farview passed off very pleasantly. "A heavy shower accompanied by a strong wind just before the trains left the grounds was the only thing which marred what would otherwise have been a perfect day of pleasure."

"A DAY AT FARVIEW. / Two Thousand People Go on the D. & H. Excursion to the Summit of the Moosics on Memorial Day. / Threatening storm clouds and an ominous mist ushered in the day which had been selected by D. & H. for their opening day at Farview. When the excursion train from Wilkes-Barre and Scranton reached this city about half past 10 o'clock, the small number of excursionists on board disappointed the regular Farview goers who are always at the depot on the arrival of an excursion train, 'just to size up the crowd, you know.' Succeeding trains, however, brought up many more excursionists and it is probable that a little less than one-half of the 2,000 on the grounds came from points below this city. Jermyn sent the largest quota in proportion to her population, while Wilkes-Barre and Pittston combined about equaled Scranton in representation. Honesdale was well represented and sent to the summit of the Moosic 200 of her citizens. / Each regular passenger train brought some score more excursionists and departing trains took as many away. The popular 1:30 train leaving the Main street depot was the best patronized train during the day. Carbondale excursionists know how to get the maximum amount of pleasure out of a day at Farview. They do not go up in the morning, loiter around the grounds, become fatigued and return before the full round of pleasure has begun. O, no; your regular Farview goer is no such a novice as that. Some seasons of Farview going has taught him better. He sensibly attends his business in the morning, eats a good dinner, fills his case with his favorite brand of cigars, if he is a smoker, and in the early afternoon makes the rapid ascent to the mountain. / Nature was extremely unkind to the excursionists on Thursday. When the sun, which had had been hidden behind the lowering clouds all the morning, burst forth in its noonday radiance, the hearts of at least eight hundred persons bent on going on the mountain rejoiced. The ride up the mountain was enjoyed by all with as much zest as if it had been their first trip. The mind seems never to tire of the beauties of Moosic mountain scenery. The novelty never wears away. / The day on the grounds passed off very pleasantly. The threatening aspect of the weather, which culminated in a heavy shower accompanied by a strong wind just before the trains left the grounds was the only thing which marred what would otherwise have been a perfect day of pleasure. The absence of any intoxicating drinks on the grounds was noticed in the orderly conduct which prevailed. The management was excellent, and had it not been for the rain the number present would undoubtedly have been doubled." (Carbondale, PA., June 1, 1889, clipping in a Gritman scrapbook, probably from the *Leader)*

A newspaper clipping, dated June 1, 1889, about that Memorial Day excursion to Farview, possibly from the *Carbondale Leader*, is pasted down in one of the Gritman scrapbooks right after the article given above. In this clipping, a man from San Francisco speaks in glowing terms of the beauty and the joy of a ride on the D&H Gravity Railroad:

"What a Great Traveler Said. / Said a San Francisco man at the Harrison House on Saturday: 'I had no particular business in this section, but came to Carbondale to ride over the Gravity road, of which I had heard so much, and I'm glad I came. I have been on the road for fifteen years and have ridden all over the United States, but never have I enjoyed such a ride, nor seen such beautiful scenery as that of to-day. I have been over the Denver and Rio Grande road which is said to afford the grandest scenery in the world, but while the variety of its scenery and picturesqueness surpasses that of the Gravity road, it cannot compare with the genuine beauty of outlook, novelty of ride and exhilarating sensation which one gets here. I know a reporter of *The World* in New York whom I am going to persuade to take a ride over this line, and give the people of the country an idea of the magnificence of this road which is so easy of access."

The range of activities and events that took place at Farview was truly amazing. Groups and organizations of all kinds, from far and near, and from all levels of the social order were drawn to Farview.

In July 1889, it was announced in the *Carbondale Leader* that the Carbondale Tennis Club would engage the Blakely Tennis Club in a series of sets on the tennis courts at Farview, and that at the conclusion of the games that they, the Carbondale Tennis Club, would entertain their visitors at tea:

"To-day Farview will be bright with colors and gay with laughter. The Carbondale Tennis Club will engage the Blakely Tennis Club in a series of sets, for the third time, to decide the relative merits of the two clubs. There may also be a few tears and some dejection, for somebody must be beaten. Both clubs have been practicing early and late, to prepare for the struggle, which promises to be one of unusual merit and excitement. No lover of the game should miss seeing this contest. The excursion train will leave Main street depot at one o'clock, and the friends of both clubs and the public generally are invited. The playing team of the Carbondale club will be Messrs. Moon, Orchard, Harrison and Barckley, Mrs. J. B. Hoyt, and Miss Annie McMillan. The Blakely club will place in opposition Messrs. David, Williams and Van Sickle, and Misses Jennie and Agnes Hull. The two courts at Farview will be used simultaneously, and the schedule of games as arranged by the home club include singles for ladies, singles for gentlemen, doubles for ladies, doubles for gentlemen, and doubles for ladies and gentlemen. At the conclusion of the games, the home club will entertain their visitors at tea." (Clipping in a Gritman scrapbook dated "CARBONDALE, PA., JULY 27, 1889"; clipping probably from the *Carbondale Leader)*

In early September 1889, the second annual temperance reunion at Farview was announced for September 10, with a very large attendance expected:

"The Temperance Reunion. / The second annual temperance reunion will take place next Tuesday, September 10, at Farview, when thousands of people will assemble to hear the eloquent

speeches of Hon. M. J. Fanning, C. H. Meade and Mrs. Ella Boole and the inspiring songs of the Silver Lake Quartette. / Excursion trains will run on the D. L. & W. and D. & H. Railroads from every point in the valleys. Every town and village will be largely represented, and if the day will be fair there will be several thousand people present. / Hon. M. J. Fanning is a Knight of Labor and has not a superior as a speaker on the labor and liquor questions. Those who heard him in the recent Amendment campaign will want to hear him again. / A large platform has been erected on the grounds at Farview at one end of the pavilion, so that in case of a shower the speakers and the audience can stand inside the building. Seats have been provided for ladies. Refreshments will be furnished on the grounds." *(Carbondale Leader,* September 4, 1889, p. 3)

And the expectations of the hosts of the temperance reunion were met. Forty Gravity Railroad cars were required to convey the 1,500 "Drys" to Farview on the day of the excursion.

"1500 TEMPERANCE PEOPLE. /A Big Gathering of the 'Drys' at Farview Yesterday. /.It took forty cars to convey the temperance excursionists over the Gravity road to and from the reunion at Farview yesterday, and a conservative estimate of the number on the grounds fixes it at about fifteen hundred. They came from all parts of Northeastern Pennsylvania, as far down as Stroudsburg, and many country families drove to the grounds. The speeches of Fanning, Meade, Connaughton and others were listened to with interest by large crowds, while the people didn't seem to be able to get enough of the Silver Lake Quartette, encoring them again and again. There was much disappointment at the non-appearance of General Fiske, but as the management did not at any time positively announce him as speaker, no one had a right to expect the candidate for the Presidency. / Bunting and mottoes were prominent. In the pavilion was hung a big streamer with the words 'The Saloon Must Go!' and on the sides were 'No Compromise' and similar sentiments. 'Soft drinks' were sold at the refreshment stand along with the sandwiches which led some of the funny people to remark on the redness of the fluid and express doubts as to its composition. / The talks of Fanning and Meade were both campaign speeches and voters were given some forcible talk on their duty at the coming election. Both were frequently interrupted by applause and laughter, which gave unmistakable evidence that the audience were in sympathy with them. / The singing of the quartette was accompanied by pantomimic gestures that amused greatly and lent much force to the music and words." *(Carbondale Leader,* September 11, 1889, p. 4)

More tennis hosted by the Carbondale Tennis Club in September of 1889: the morning sets were played on the grounds of the Carbondale Tennis Club, the afternoon sets, weather permitting, to be played at Farview. Here is the article that was written and published in the *Carbondale Leader*, of September 19, 1889, after the morning sets had been played and before the afternoon sets, scheduled for Farview, had been played:

"THE TENNIS TOURNAMENT. / Carbondale Champions are Ahead Thus Far in the Singles. / The grounds of the Carbondale Tennis Club presented a lively appearance this morning at the opening of the first annual tournament of the club. There was a large attendance of lovers of the game, the players and many of the spectators wearing the gay colors usually donned by the tennis players. The morning was rather chilly for the onlookers, but splendid for the contestants and the bracing air put life into the players and the result was several remarkably stiff games abounding in brilliant plays which were liberally applauded. / Outside the grounds a score or so of spectators watched the progress of the games stolidly, but as tennis is a decidedly tame affair for those who have never swung a racket, their indifference was not to be wondered at. Honesdale was represented by Messrs. Torrey and Bentley, Blakely by Messrs. David and Williams, Carbondale by Messrs. Moon, Manville, Orchard, Mills, Bolton and Harrison, and Messrs. Hull and Sanderson are expected to uphold the prowess of Scranton. A committee of the lady members of the local club served hot coffee and sandwiches to the players. / The morning was devoted to singles, the first game being contested by Torrey and Mills, and won by Torrey in two straight sets. Scores 6-1 and 6-1. / Bolton and Moon then tried conclusions, Moon having no trouble in taking two consecutive sets. Scores, 6-1 and 6-2. / David and Bentley played an interesting match in which the Honesdale man proved his superiority by taking the first two sets by the scores of 6-3 and 7-5. / Manville vanquished Williams without much trouble in the first set, 6-3, but the second was a long drawn battle, stubbornly contested by Williams, who finally went down, 8 to 6. / Then came the battle royal of the morning, Moon against Torrey. Both of these men are skillful payers and the fight was hot and heavy with occasional brilliant serves and returns that were cheered. The first set was taken by Moon, 6-3, and the Carbondale contingent settled down in the belief that he was to have no trouble with his foe. Torrey gave this confidence a very rude shaking up by bracing up and corralling the next set by the score 8-6, and necessitating a third trial. Torrey's victory gave him nerve and he started in with a vigorous game. The first four of the set went to him and he was looked on as a sure winner. But with the score 4-0 against him, Moon roused himself and played for business. He put up a steady, even game and by superior staying powers wore Torrey out and by taking the next six straight games won the set, 6-4. His up-hill work was remarkable and as he piled up game after game he was liberally applauded. / This ended the morning games. The tournament was to have been continued at Farview this afternoon on the three courts, but the showers which came unexpectedly may prevent that." *(Carbondale Leader*, September 19, 1889, p. 4)

0910

Excursions to Farview, 1890

The 1890 excursion season to Farview began on April 19, when a party of young folks from Carbondale took the Gravity Railroad to Farview to gather, there and on the summit, the fragrant arbutus that then grew luxuriously on the Moosic Mountain:

"FARVIEW EXCURSIONISTS. / In Search of Fresh and Fragrant Arbutus. / The first excursion to Farview this season went over the gravity railroad Saturday. It was made up of a little party of young people who were anxious to breathe the invigorating atmosphere that is always found at the summit and at the same time gather fragrant arbutus which grows luxuriously on the mountain. The party was made up of the following persons: Blanche Dolph, Lizzie Wyllie, Garce Vannan, Lillie Robinson, Mamie Tryon, Mary Stephens, Mamie Schotzer, Harry Rettew, Bert Dix, George Chase, Elmer Brokenshire, Dan Scurry, Frank Wolcott, Grace Bagley, Minnie Robinson, Stella Hathaway, Jennie Butler, Hattie Pascoe, Mrs. Dr. Meaker, Mary Weaver, Jessie Frank, Chrissa Mitchell, May Hallock, Alice Butler, Erdine Fowler, Minnie Warnick, Ione Tyler, Helen Hankin, Nellie Bryden, Lotta Giles, Maybell Fuller, Messrs. John Niles, Geo. Smith, H. J. Major, Ed. Walters of Scranton, Frank Berry, Reed Fowler, Chas. Alexander, Melvin Tappan." *(Carbondale Leader,* April 21, 1890, p. 4)

On May 8, 1890, the second "first excursion of the season" to Farview was announced, that of the Mozart Band from Carbondale on Memorial Day:

"Mozarts to Open Farview. / The Mozart Band have secured the first Farview date and the famous mountain resort will be opened for the season by the popular musical organization on Memorial Day, Friday, May 30th. Excursion trains all day on the gravity. Special rates have been secured for Scranton and Honesdale and should the weather prove favorable, opening day will bring thousands of pleasure seekers to Farview. Myslik's orchestra will furnish the pavilion music and refreshments will be furnished on the grounds." *(Carbondale Leader,* May 8, 1890, p. 4)

On May 14th, a bad hail storm took place at Farview, with hailstones measuring an inch and a quarter in diameter:

"THE STORM AT FARVIEW. / Hailstones an Inch and a Quarter in Diameter./ No spot in Northeastern Pennsylvania offers such varied attraction to pleasure seekers as the mountain resort on the line of the Delaware & Hudson gravity railroad. A whiff of the pure invigorating atmosphere is worth all the trip costs in time or money. It is just the spot to while away an hour when the thermometer is climbing up in the nineties and the tired individual forgets all about the all gone feeling that hardened his life before he inhaled the ozone found 3,000 feet above tide water. / Farview is an attractive spot even in stormy weather. A rain storm that wets one clear through is delightful at Farview. When it storms up on the highest point, it storms in a business-like way. The rain drops are as big as ripe cherries and the hailstones are an inch and a quarter in diameter. That was the size that came down yesterday afternoon and a man who measured the icicles will testify under oath that this is not an exaggeration. / A large force of men have been employed on the grounds for two months past and everything is in order for the public opening which will take place on the 30th inst. More than two miles of wagon road has been constructed

and rambling places turn in on every hand from the main walks. The company is sparing no pains to make this charming picnic park more delightful than ever. / Oak Cliff Cottage is undergoing the annual fixing up and Supt. Manville's family will soon take up their summer residence on the height overlooking the happy land." *(Carbondale Leader,* May 15, 1890, p.4)

From the account given above of the hail storm at Farview on May 14th we learn that a large force of men have been at work on the grounds at Farview for the past two months preparing for the opening of the park on Memorial Day, and that more than two miles of new wagon roads have been established at Farview. We also learn that Superintendent Manville's family are preparing to take up their summer residence there at Oak Cliff Cottage, "on the height overlooking the happy land."

A preliminary list of Farview reservations for the 1890 season was published in the *Carbondale Leader* of June 5, 1890. In that announcement, it was noted that Farview "has about it advantages not to be found at any other similar place convenient to this part of the state and features that will never wear out."

"ENGAGEMENTS FOR FARVIEW. / Societies That Have Secured the Mountain Park for This Season. / There is no reason why Farview should not be as favorite a resort for picnics and excursions this year as in the past. <u>It has about it advantages not to be found at any other similar place convenient to this part of the state and features that will never wear out.</u> [emphasis added] It is too soon yet to foretell what the prospects are. The weather has not been of the kind, thus far, to incite much thought of picnics and other outings, but a few societies have taken time by the forelock and secured their choice of dates. There will be small private parties in large number, but beside these engagements are made by the following organizations all of which will in all likelihood have large turnouts: / Saturday, June 14—The Ladies' Auxiliary of the Young Men's Christian Association, of Carbondale. / Wednesday, June 18—The St. Rose F. M. Battalion, of Carbondale. / Thursday, June 19—Capt. James Ham Post, G. A. R., of Honesdale. / Monday, June 23—Neptune Engine Company No. 2, of Scranton. / Friday, July 4—Rev. Father Dougherty's Catholic Church, of Honesdale. / Wednesday, July 9—The Calvinist Methodist churches of Hyde Park and Bellevue. / Monday, July 21—The Hibernian Rifles, of Jermyn. / Wednesday, July 23—The German Liederkranz, of Scranton." *(Carbondale Leader,* June 5, 1890, p. 3)

A special feature of the first annual picnic of the Apollo Club at Farview, it was announced in the Carbondale Leader of June 27, 1890, will be "a balloon ascension and parachute descent by Thomas Greenleaf, who is under the management of T. S. Baldwin, the first man who ever ventured to drop from the clouds with the aid of a parachute."

Hundreds or thousands of visitors, it was expected, would be attracted to Farview for this remarkable event. For the benefit of those persons who might not know what a parachute is and what is entailed in a parachute jump, the Apollos and the *Carbondale Leade*r provided a description in this same announcement.

"WILL JUMP FROM A BALLOON. / Thomas Greenleaf to Make a Parachute Descent at Farview. / In order to insure a big crowd at their first annual picnic at Farview on July 17, the Apollo Club have at considerable expense secured an attraction that will be the means of drawing hundreds or thousands to the summit of the Moosics. It will be a balloon ascension and parachute descent by Thomas Greenleaf who is under the management of T. S. Baldwin, the first man who ever ventured to drop from the clouds with the aid of a parachute. It will cost several hundred dollars to get Mr. Greenleaf, but the event will be billed far and wide and the Apollos expect to at least clear themselves of this expense. / There are few, perhaps, who do not know what a parachute is, but for their benefit it may be well to explain what Mr. Baldwin and his pupil Greenleaf do. The aeronaut ascends to the clouds in a balloon on the side of which is attached his parachute. This instrument is nothing more than an umbrella so made that it cannot 'turn inside out.' With this the occupant of the balloon car jumps and is let down to the earth safely. It is an intensely thrilling but not dangerous thing." *(Carbondale Leader*, June 27, 1890, p. 3)

A balloon ascension and parachute descent was big and exciting news for all concerned, and the Apollo Club's ad announcing this event was placed on page one of the July 7, 1890 issue of the *Carbondale Leader:*


GRAND BALLOON ASCENSION
AND
Parachute Jump,
BY
Prof. T. W. GREENLEAF,
of Quincy Ill., under the auspices of the
Apollo Social Club at
Farview - Park,
ON
THURSDAY, JULY 17, 1890,
at 3 o'Clock p. m.
Excursion trains run during the day
at usual rates.

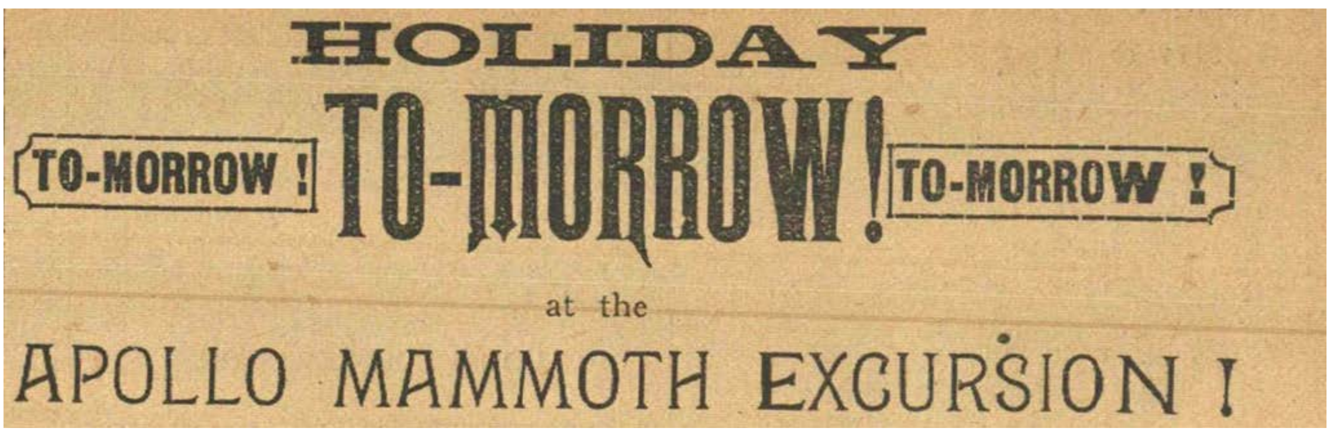
In the *Carbondale Leader* of July 15, 1890, two days before Greenleaf's scheduled parachute jump, there were two articles about Professor Greenleaf, both which surely went a long way to promote this remarkable event that would take place at Farview Park in just two days:

"Prof. Greenleaf at Farview. / All arrangements are completed for the mammoth excursion at Farview next Thursday. The balloon ascension will take place at 3 p. m. but it cannot be said where the parachute will land on its downward flight from the clouds. Those who attend will witness a sight which some people have traveled hundreds of miles to see—that is, the balloon ascension and parachute jump by Prof. Greenleaf, the world-famous aeronaut under the management of Baldwin Bros. Mr. Greenleaf has given performances in all the principal cities in America, and although he had numerous hair breadth escapes in his dangerous avocation, nevertheless he will certainly give his unique performance at the Apollo picnic at Farview, July 17th." *(Carbondale Leader,* July 15, 1890, p. 3)

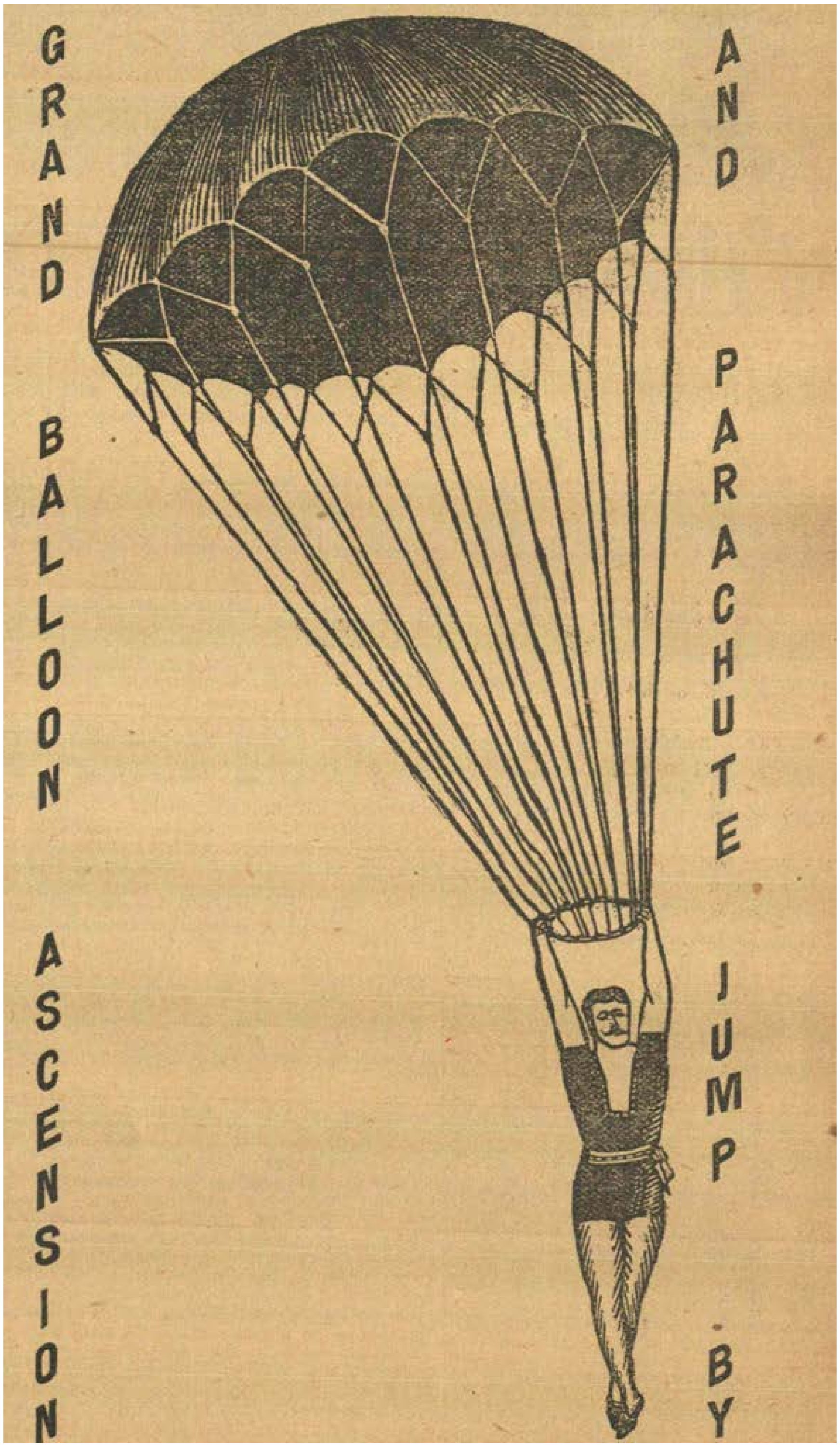
"Prof. Greenleaf's Pluck. / Prof. Thomas Greenleaf, the aeronaut who will ascend in a balloon and drop with a parachute at Farview day after tomorrow had an experience at Smethport, Pa., on the Fourth which he does not care to have again. He was billed to make his ascension at 2 o'clock, but about noon a shower came up and while he was standing near a telegraph pole with two other gentlemen lightning struck the pole and running down prostrated the three. Greenleaf was unconscious, but the other men were not and soon regained the use of their muscles. The ascension was postponed until five o'clock during which time the aeronaut was rubbed and dosed, and at the latter hour he pluckily made his ascent and descent. / Greenleaf is at Farview to-day making preparations for Thursday's event." *(Carbondale Leader,* July 15, 1890, p. 3)

Published in the *Carbondale Leader* on the following day, July 16, 1890, p. 4, was another large space ad to promote the parachute jump:

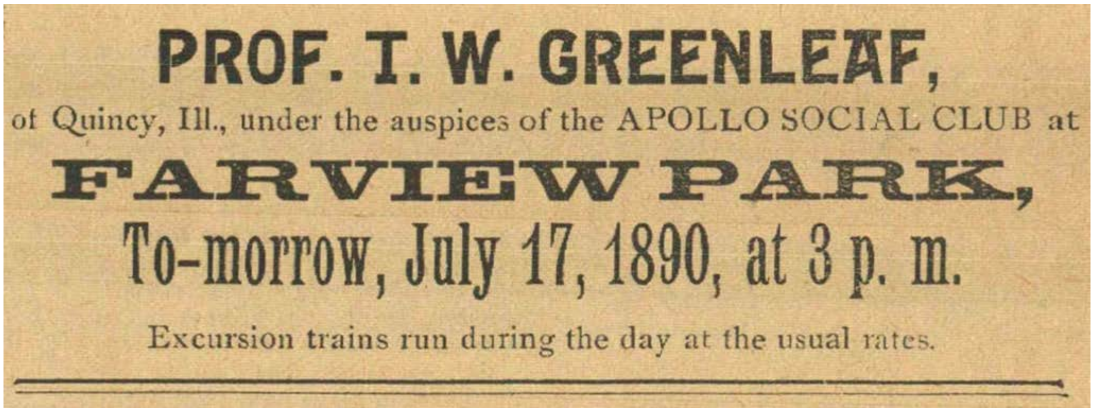
Top section of the ad:



Middle portion of the ad:



Bottom portion of the ad:



July 17, 1890: Between four and five thousand persons went to Farview for the parachute jump. Seventy packed Gravity cars left from Carbondale for Farview. Large delegations—by rail, vehicle, and on foot—from all Wayne County towns were there. Regrettably, dark clouds appeared in the western sky, ominous of a heavy and long continued storm. The multitude, knowing that an ascent under such conditions was out of the question, scurried for places of shelter. The balloon and parachute were abandoned, and the rain fell in sheets for nearly a half hour. Hundreds of people had no refuge from the storm, and they were drenched to the skin. It was 8 o'clock before the excursionists all got back to Carbondale.

Here is the account of the events of the day (July 17) that was published in the *Carbondale Leader:*

"**A MULTITUDE AT FARVIEW. / Between Four and Five Thousand at the Apollo Picnic. /** To get an idea of the exact number of people at Farview last Thursday is an utter impossibility, but it is admitted by everybody that only once before was there ever such a crowd on the grounds. From Carbondale alone over seventy cars, packed to their utmost capacity, were used to carry the crowd, while all towns of Wayne county sent large delegations by rail and vehicle, farmers drove with their families and some walked. Good guessers estimate the number who went to see the parachute drop at between four and five thousand. / It was a regular holiday. From noon to two o'clock a constant stream of people moved toward the Main street gravity station and it was only possible to carry them by sending train loads to Farview and returning the cars for a second load of humanity. Passengers crowded the cars to danger of comfort and even safety in a fear that they would be 'left.' It was a gala day, and no mistake. / At the grounds, spacious as they are, the crowd filled it so that it was almost impossible to move around the pavilion. About two hundred feet to the east of the dancing platform two high stays loomed up. They had been placed there by Prof. Greenleaf to draw the balloon up for inflation, and the people, and the people, nine-tenths of whom had gone to see his performance, watched the place

for any signs of preparation for it. About three o'clock the huge red and white stripes of the air ship rose on the stays and everybody rushed for vantage ground. / For half an hour Greenleaf worked with the assistance of a score of volunteers to get the hot air from a fire he had built into the balloon, but the wind had changed since morning and the hot air went in exactly the opposite direction from the way he had calculated. It finally became evident that a trench must be dug on the other side, but the Professor endeavored in vain to get men to do the work. They were in their Sunday clothes to enjoy the fun and weren't going to spit on their hands and work on a holiday. / Before Greenleaf had succeeded in coaxing the bystanders to his assistance dark clouds appeared in the western sky, ominous of a heavy and long continued storm, and the multitude knowing that an ascent under such conditions was out of the question scurried for places of shelter. The balloon and parachute were abandoned and the rain fell in sheets for nearly a half hour, settling into a drizzle and literally, almost, throwing a wet blanket on everything. / Hundreds of people had no refuge from the storm, and they were drenched to the skin. Umbrellas were of little use, and aside from those who were timely enough to get into the pavilion nobody escaped a wetting in greater or lesser degree. Many a suit and dress were utterly ruined and some of the sights were pitiful, but they were ludicrous. The spectacle of a woman holding a little parasol over her head while the rain beat through it and great drops of water rain down her back and off the bottom of her skirts was one to be seen on every hand. / Men crouched under the pavilion, women rolled their skirts up in a vain attempt to keep them dry, boys stood under the eaves and the rain ran from the roof on them while they were escaping most of the storm. It was a cold rain, too, and everybody shivered and said bad words. The people were disappointed when the balloon failed to go up. When they got wet they were mad at everything and everybody. / It was after eight o'clock when all of the excursionists had been landed on Carbondale soil." *(Carbondale Leader)*

In the *Carbondale Leader* on the following day, July 18, Professor Greenleaf explained why he could not make the parachute jump on the 17th, and assured the public that he would make a balloon ascension and parachute drop in Carbondale:

"PROF. GREENLEAF TALKS. / He Says an Ascent Yesterday Would Have Cost His Life. / It is unnecessary to say that those who expected to witness a parachute descent yesterday were disappointed and mad, and the number who charged 'fake' were legion. Some people cannot be made to believe that the whole thing was not a great swindle, and that Prof. Greenleaf was not paid for the use of his name to draw the crowds. It is evident, however, to those who know anything about the affair, that the Apollo Club were sincere in their engagement of Greenleaf and were as disappointed at his failure as anybody else. / To a reporter the aeronaut said: 'There was nothing the matter with my apparatus and the storm was the only reason for my not fulfilling my contract. Had that not occurred I should have eventually filled the balloon with hot air and made the ascent. But with the direction in which the wind was blowing yesterday afternoon it would have cost me my life if I had gone up. I could not have controlled the parachute and the wind would have carried me directly over the forest and landed me among the sharp stumps and snags

to the east. / If people wanted to see me killed they have reason to call me a 'fake' and swindler, but if they will once put themselves in my place they will have a little more charity. I have not received a cent from the Apollo Club, the agreement being that I should receive my pay after the descent. / I have made 51 ascensions, six of them with gas, and ten of them with a parachute, and this is the first time I ever failed to do exactly what I promised. But of all the places where I have been asked to make an ascent Farview is the most hazardous. I knew it when I was taken there the first time, but I had agreed to go up and was determined to do it, even against the risks to my life or limbs But in the turn which the weather took yesterday I could not have done it without death being the almost certain result. / 'I shall stay here a few days,' continued the Professor, 'and I hope to partly atone for the disappointment of the people by making an ascent and parachute drop in the city. I have made a proposition to the Apollo Club and if they accept I will prove that I have acted in good faith in this matter." *(Carbondale Leader,* July 18, 1890, p 3)

In Saturday's *Carbondale Leader* (July 19, 1890, p. 4), it was announced that Professor Greenleaf would positively go up at 6 o'clock that very night from the vacant lot near the Weston Mill:

"**GREENLEAF TO GO UP. / He Will Make His Parachute Drop This Evening. /** The balloon ascension will positively take place at or about 6 o'clock this evening from the vacant lot near the Weston Mill. The Apollo Club are anxious to prove to the people who so liberally patronized their excursion that the special attraction was not a 'fake' but a bona fide arrangement with a successful aerial navigator. / Prof. Greenleaf also is very desirous to show the people of this city that he is a fearless parachute jumper, and at the same time fulfill his contract with the Apollos who engaged his services. / The hot air furnace has been placed in position and everything will be in readiness for the ascent this evening, and the aeronaut wishes to assure the public that the upward flight and downward jump will be successfully performed by him soon after six o'clock from the mill lots on River street." *(Carbondale Leader,* July 19, 1890, p. 4)

At 26 ½ minutes past seven o'clock in the evening on Saturday, July 19, 1890, Professor Greenleaf performed his amazing stunt, to the delight of all concerned. Here is the account of this thrilling event that was published in the *Carbondale Leader* on Monday, July, 21, 1890, p. 3:

"GREENLEAF'S GREAT JUMP. / He Was Half a Mile in the Air When He Cut the Rope. / What would have been the delight of the old Romans in their thirst for something more exciting if they could have seen a man jump from a balloon nearly a mile in midair! This rare sight was witnessed in Carbondale Saturday evening by several thousand people, even after the wise heads had pronounced Thomas W. Greenleaf a first class 'fake' and the Apollo club guilty of knowing it when they engaged him and both the individual and the society were vindicated by a beautiful exhibition that put to shame the know-alls who were certain that it would never take place. / The Apollo Club, who were all the time honest in their advertising, accepted Greenleaf's proposition on Friday evening for an ascent on Saturday. Early on that morning the aeronaut began

preparations for his daring feat and by six o’clock in the evening he was ready. He did not go up, however, until an hour and a half later because a stiff wind that was blowing which would have made the ascension both dangerous and unsatisfactory, if successful. For two hours before the great air ship, as big as the ordinary house, went up Greenleaf worked like a beaver and was almost completely exhausted when the time came. / Many hundred stood around and watched the



inflation with hot air, while the hills, tops of buildings, windows and other vantage places were used by thousands of others. Three times Greenleaf lit a match to ignite the fire that would fill the balloon, but each time he let the match drop. The wind was blowing too strongly. Instead of going up the balloon might be whipped against a building or telegraph pole and Greenleaf's brains might be dashed out. That was too great a risk to run. So he waited till sundown, knowing that the wind would die with it. / But old sol seemed to want to see the affair and the way he stopped dead and hung around the horizon was terribly vexing. Finally, however, he could wait no longer and he disappeared below the summit of the mountain, and everything was ready. At 26 1/2 minutes after seven Greenleaf gave the signal and with the parting shout from the aeronaut, 'Good bye; who says Greenleaf's a fraud,' the enormous bag of hot air left the earth slowly for a few feet and then shot toward the heavens with the gritty man underneath. / Nothing could have been more graceful than the way the balloon sailed into the air. There was just enough breeze to carry it at a good pace towards the southeast. Up and up it went far beyond the distance people had expected, until it reached an altitude of more than half a mile and the aeronaut appeared no larger than a pocket knife. As he travelled upward Greenleaf waved his hat to the crowd, and though he could not hear it, the crowded responded with hearty cheers. When he reached a point southeast of the city over the mountain side Greenleaf cut the rope that held him and he shot downward like a ball of lead about two hundred feet. Something must be wrong! Spectators shuddered and some turned their faces away. But suddenly the white folds of the parachute spread, the rapid fall changed to an easy and graceful descent and the daring man holding by his hands to the ring returned to terra ferma as easily as he had gone from it. He rocked to and fro as he came down, because of the peculiar oscillation in the air currents at high altitudes, but he finally landed safely in a clump of bushes half way up the mountain side. / Greenleaf was in the air exactly three minutes, striking the ground at 7:29 ½. / He had hardly landed before the crowds, which had rushed helter-skelter for the hill when they saw the direction the airship had taken, were there to meet him. Greenleaf jumped into a carriage and was driven down town, followed by a mob of small boys who gave him a genuine ovation. / On the side of the balloon was a bag of sand, and when the Professor cut the cord that held the parachute the balloon was drawn over on its side and emptied of its hot air and smoke. It reached the ground not far from where Greenleaf landed and at about the same time." *(Carbondale Leader,* July 21, 1890, p. 3)

In the Carbondale Leader on the following day, July 22, there were two additional articles about the parachute jump by Professor Greenleaf. In the first, Professor Greenleaf talked with a reporter from the newspaper about his career as a parachute jumper:

"HE HAS NO SENSATION. / Greenleaf Would as Readily Go Up as Play Checkers. / Many people have wondered what the sensations experienced by Prof Greenleaf were when he ascended in the balloon on Saturday evening and when he dropped from it with a parachute, but according to that gentleman he hadn't any sensation at all. 'If it affected me in the least,' he said yesterday, 'I wouldn't go up. If I had the slightest fear that I wasn't coming down as easily and

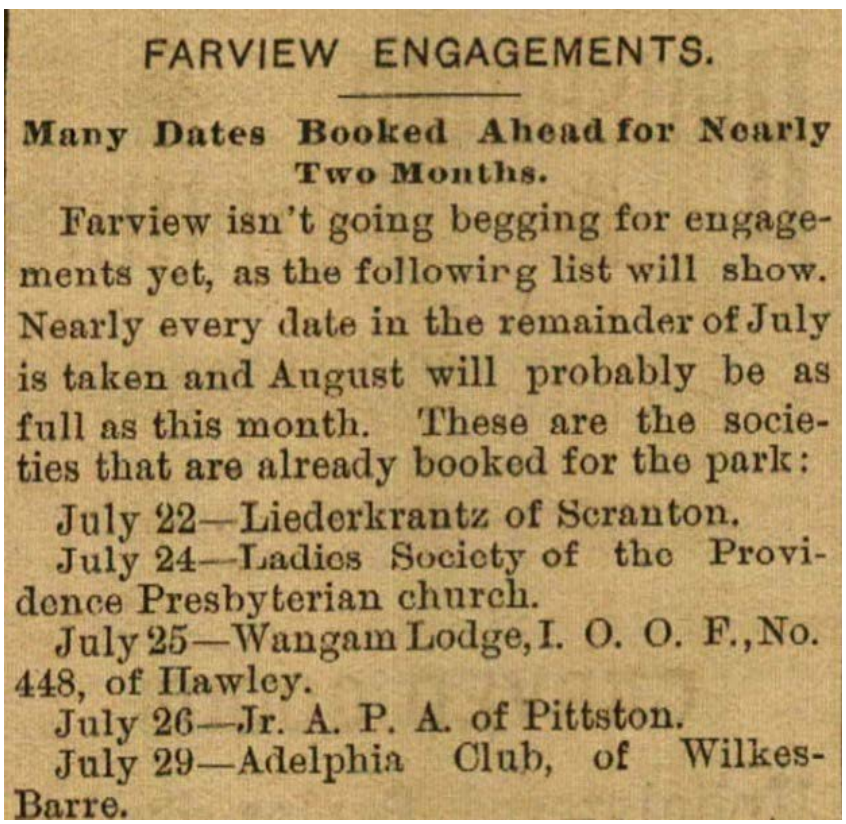
safely as I went up, I wouldn't leave the earth. Why it would be impossible for a timid man to make a parachute descent because if his nerves were excited they would weaken the muscles and he couldn't hold the ring when he dropped. He would be apt to lose his head when he neared the ground and would strike in such a manner that he would hurt himself, even if he should succeed in keeping his hold until then.' / 'Do you mean to say that when you cut yourself loose and dropped from the balloon like a ball of lead for 200 feet you had no unusual sensation?' asked the reporter. / 'None at all. There were a good many risks. If the ropes on the parachute had been tangled it wouldn't have opened and I should have been dashed to pieces on the ground, but I never think of the dangers; I haven't any business to if I'm a professional aeronaut.' / 'Did you ever have any narrow escapes from death or accident?' / 'Yes, once at Rockport, Ill., I went up very high and when I came down fell into the middle of the Rock River and was nearly drowned. I reached the shore after a hard swim, but I was completely exhausted and could not have gone much further. Coming down from a balloon is a tremendous strain on the muscles and one is in no condition to swim for his life when he strikes. When you get to a certain altitude you will find a peculiar oscillation in the air, something like whirlpools in deep water, and you must overcome these by working the body. You will see that battling with wind whirlpools is not easy work and does not leave one much strength when he is through.' / 'How high were you on Saturday?' / 'About 3,500 feet. I can pretty accurately estimate the height by the time it takes me to reach the earth. In Quincy, Ill., in October, 1888, I went up over 10,000 feet and it took eleven minutes to come down. It seemed to me I would never reach the earth and those eleven minutes were long ones to me, I can assure you. At Des Moines, Iowa six weeks ago, I went up 5,000 feet. In December last, with Mr. Baldwin and Mr. Green, I went up three miles in a gas balloon, but of course made no parachute descent.'/ 'I have made a good many ascents,' continued Greenleaf, 'and experience no more nervousness now than when I play checkers. The only excitement for me is in getting ready, in keeping the crowds away from me and in answering silly questions, and it is a genuine relief when the balloon takes me away from them.' / The first thing that Mr. Greenleaf did when he returned to the city after his fall on Saturday was to go direct to a telegraph office and wire his mother that he had landed safely." *(Carbondale Leader*, July 22, 1890, p. 3)

The second article is about the reception in the rooms of the Apollo Club in the evening of July 21 during which the club thanked Professor Greenleaf for his performance in Carbondale and presented him with a handsome gold headed ebony cane as a memento of the successful ascent made in Carbondale on the 19th. In accepting the cane, Professor Greenleaf thanked the Apollo Club for the royal way in which he had been treated in Carbondale, and assured the club members that when he carried the cane he would display it with pride as the gift of the most hospitable city he had ever visited.

"PRESENTED WITH A CANE. / Aeronaut Greenleaf Carries a Memento Away With Him. / At the rooms of the Apollo Club last night a pleasant social affair took place that was the wind-up of a series of interesting days. It was an impromptu and informal affair, but all the more

enjoyed because it was arranged so hastily. Prof. Greenleaf, the aeronaut, had been persuaded to remain over night as the club's guest and when it was known that he had consented almost the full membership turned out to the farewell reception in honor of the man who made so many friends while in this city. / But there were other reasons than the mere saying of goodbye to the Professor that brought out the club members, one of which was explained when Dan Byrne stood up and in a short speech presented Mr. Greenleaf with a handsome gold headed ebony cane as a memento of the successful ascent made in Carbondale on the 19th. Mr. Byrne told how pleased the club were as a whole and as individuals with the Professor and with his aerial display. / Mr. Greenleaf was dazed. The gift was totally unexpected and he almost lost his breath. It is safe to say that he wished for a moment that he was about 2,000 feet above the earth, but he recovered himself promptly and responded to Mr. Byrne, thanking the club for the royal way in which he had been treated in Carbondale, and assuring them that when he carried this cane he would display it with pride as the gift of the most hospitable city he had ever visited. / A general good time followed the presentation and everybody was in good humor, especially the Professor who hugged the walking stick as if he really were proud of it. / The cane is to be engraved with the names of the donor and recipient and the date of the reception. It is a very handsome stick." *(Carbondale Leader,* July 22, 1890, p. 4)

Also in that same issue of the *Carbondale Leader* was a provisional list of excursions to Farview for the period July 22—September 2, 1890:



FARVIEW ENGAGEMENTS.

Many Dates Booked Ahead for Nearly Two Months.

Farview isn't going begging for engagements yet, as the following list will show. Nearly every date in the remainder of July is taken and August will probably be as full as this month. These are the societies that are already booked for the park:

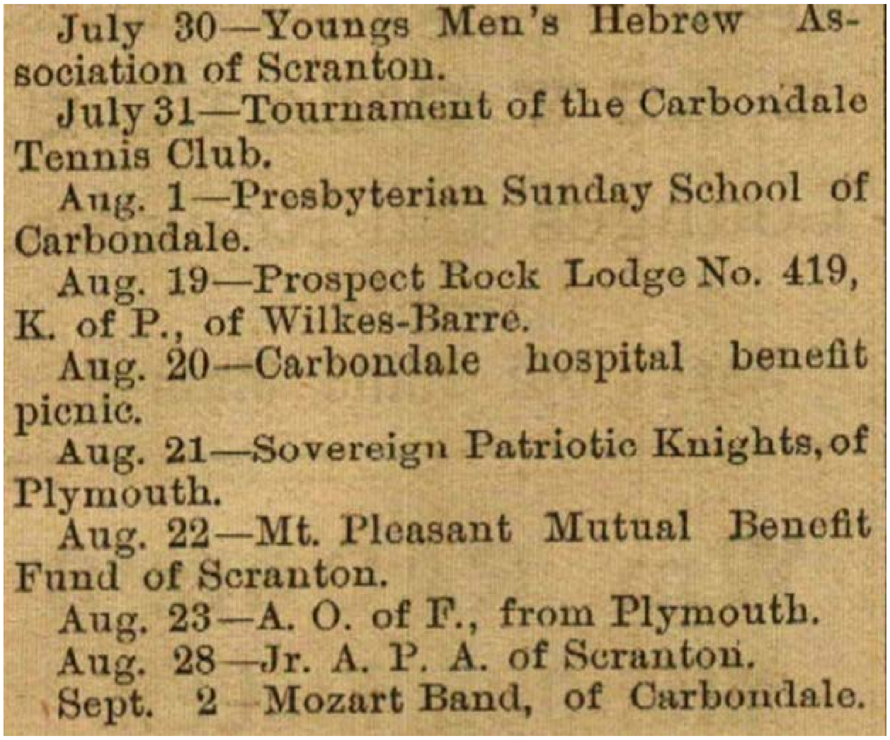
July 22—Liederkrantz of Scranton.

July 24—Ladies Society of the Providence Presbyterian church.

July 25—Wangam Lodge, I. O. O. F., No. 448, of Hawley.

July 26—Jr. A. P. A. of Pittston.

July 29—Adelphia Club, of Wilkes-Barre.



July 30—Youngs Men's Hebrew Association of Scranton.
July 31—Tournament of the Carbondale Tennis Club.
Aug. 1—Presbyterian Sunday School of Carbondale.
Aug. 19—Prospect Rock Lodge No. 419, K. of P., of Wilkes-Barre.
Aug. 20—Carbondale hospital benefit picnic.
Aug. 21—Sovereign Patriotic Knights, of Plymouth.
Aug. 22—Mt. Pleasant Mutual Benefit Fund of Scranton.
Aug. 23—A. O. of F., from Plymouth.
Aug. 28—Jr. A. P. A. of Scranton.
Sept. 2—Mozart Band, of Carbondale.

Carbondale Leader, July 22, 1890, p. 4

Remarkably, there was a young boy in Carbondale at the time of Professor Greenleaf's ascension and jump who was engaged in the same business as Professor Greanleaf, and who was making a success as a balloonist. He was Pat Killeen, the son of Carbondale ex-Councilman, John Killeen. The following article about Pat Killeen was published in the *Carbondale Leader* of July 23, 1890:

"LOCAL OBSERVATIONS. / A Few Subjects Treated in a Gossipy Manner. / A large number of people who witnessed the ascension and jump of Prof. Greenleaf will be interested in knowing that a Carbondale boy is engaged in the same business and is making a success as a balloonist. He is Pat Killeen and it is said that he performed one of his feats at Bridgeport, Conn., on July 4 of this year. He is just daring enough to make a first-class jumper from the clouds and those who knew him say he is possessed of just that grit that will allow no man to go higher or attempt more hazardous feats than he. Pat is a son of Ex-Councilman John Killeen, and he spent his time on the latter's farm near this city last summer, but as soon as the haying was done he left to resume his occupation for which he seems to have a great fascination. When he went away he wanted his father to furnish him $100 to buy a parachute, but Mr. Killeen, who doesn't like his son's hazardous business wouldn't encourage him in it and refused the money, so the young man went off without it. Four years ago Pat was the porter at the Harrison House in this city." *(Carbondale Leader,* July 23, 1890, p. 3)

And right on the heels of the Professor Greenleaf ascension and jump, an excursion to Farview on July 23rd of German singing societies form far and near—New York, Jersey City, Wilkes-Barre, Scranton, Brooklyn, Philadelphia, Honesdale, Hazleton, and many other smaller locations. Several thousand excursionists, accompanied by Bauer's Band of Scranton. Thirty-four Gravity excursion cars needed to carry the group to Farview.

"GERMANS AT FARVIEW. / The Societies Close Their Saengerbund With a Picnic. / Nearly all of the German residents are at Farview to-day, attending the great reunion of the singing societies of that nationality which passed through the city this morning in thirty-four cars. Among the societies in the big party are the New York Liederkranz, the Arions, of Jersey City, the Concordias of Wilkes-Barre, Auroras of Scranton, the Saengerbund of Brooklyn, the Eichenkranz of New York, the Saengerbund of Wilkes-Barre, the Gesangssecteon der Turngemeinde, of Philadelphia the Liederkranz, of Scranton, the Mannerchor of Honesdale, the Mannerchor of Hazleton, and many other smaller societies. They were accompanied by Bauer's Band of Scranton. This afternoon a large delegation went up from this city and the number at Farview was swelled to several thousand. It was a hilarious crowd. Everybody was out for a good time. Beer was as plenty as air and the natives of the 'Fatherland' and their descendants are bringing their three days' celebration to a close in a jolly 'commers.' / On Monday evening in Scranton a big torchlight parade was held after which addresses were made by Mayor Fellows and others after which a 'commers' was held in Music Hall. / The festivities of the Saengerfest were continued yesterday. The second day's exercises were fully as interesting as the first. The morning was consumed by the visitors in visiting the several points of interest about the city. Those who remained at their headquarters were serenaded by the Scranton Liederkranz, headed by Bauer's band. The societies that came at 11 o'clock were the Saengerbund, of Wilkes-Barre, and the Liederkranz, of Honesdale. In the afternoon at the Academy of Music a grand concert was given in which all the leading societies sang, and the soloists were Miss Carrie B. Smith, soprano, of Scranton, and Fraulein Minnie Behnne, alto, of New York. / Between the afternoon and evening concert the Reception committee and the Eickerkranz of New York, headed by the Ninth Regiment band, went to the D. L. & W. depot. It was expected that Theo. Krueger, President of the societies, would arrive from Europe, where he had been on a visit. They were not disappointed when the 6 o'clock train steamed into the depot, it brought the respected and beloved President, and he was taken with much ceremony to the headquarters of the society at the Westminster. / After the concert last evening at the Academy almost the same festivities took place at Music Hall as on the evening previous. Edward Althaus acted as president, or toast-master, of the evening. A *Liederbuch* of original songs composed for the occasion rendered much amusement to the auditors. / President Althaus delivered a speech which was replied to by Mr. Gunster. Mayor Fellows again addressed the singers, and they proposed three cheers for the Mayor of Scranton, which were given. Speeches were also made by Herr A. Classen, Herr Kopoff, Otto Kroebner and others. / A very amusing incident was caused by the presentation of a miniature key to Mr. Fellows by a member of the Philadelphia delegation, which was to give him

the power to open the Philadelphia voters' hearts whenever he desired. / The city was generally decorated with the German and American colors and the streets seemed to contain nobody but those wearing badges of one or another of the many societies." *(Carbondale Leader*, July 23, 1890, p. 3)

The list of excursions to Farview for the period August 5—September 1, 1890 was published in the *Carbondale Leader* of August 5, 1890:

FARVIEW DURING AUGUST.

Dates Secured for a Day on the Mountain by Many Societies.

Farview looks its best during August and the number of dates secured for the month indicates that managers of summer excursions know just when to spend a day at the popular mountain resort. It matters not how warm it may be in the valley towns, how excursionists swelter in crowded cars or steam road, they know that all the discomforts will be left behind when they step on board the open gravity cars and are whisked up the mountain side. Thirty miles an hour up hill, no cinders, no dust, no noise to speak of, and all this time breathing an atmosphere pure and invigorating.

Farview is as attractive as ever. No one has yet been found who has wearied of the ride up the mountain. While the trip over the winding way will never grow old.

The following list of dates secured is the best evidence of the popularity of the Moosic mountain summer resort:

Tuesday, August 5th,—Wangum Lodge I. O. O. F., of Hawley.

Wednesday, August 6th,—Party from Wilkes-Barre.

Thursday, August 7th,—Grand United Order of Oddfellows, of Scranton.

Friday, August 8th,—First Presbyterian Sunday School of Scranton.

Saturday, August 9th,—Universalist churches of Foster, Nicholson &c.

Wednesday, August 13th,—Episcopal Snnday School of Carbondale.

Thursday, August 14th,—Howard Lodge I. O. O. F.. of Honesdale.

Friday August 15th, —Methodist Sunday School of Carbondale.

Saturday August 16th,—Ancient Order of Foresters, from Scranton.

Tuesday, Aug. 19th,—Prospect Rock Lodge, K. of P., Wilkes-Barre.

Wednesday August 20th,—Carbondale Hospital Association.

Thursday Aug. 21st, Sovereign Patriotic Knights, from Plymouth.

Friday August 22nd Mt. Pleasant Mutual Benefit Fund, Scranton.

Saturday, August 23rd—I. O. of O. F. from Plymouth.

Monday, August 25th—St. John's church of South Scranton.

Tuesday, August 26th— Party from Scranton.

Wednesday, August 27th—St. Paul's church of Green Ridge.

Thursday, August 28th Jr. A. P. A. of Scranton.

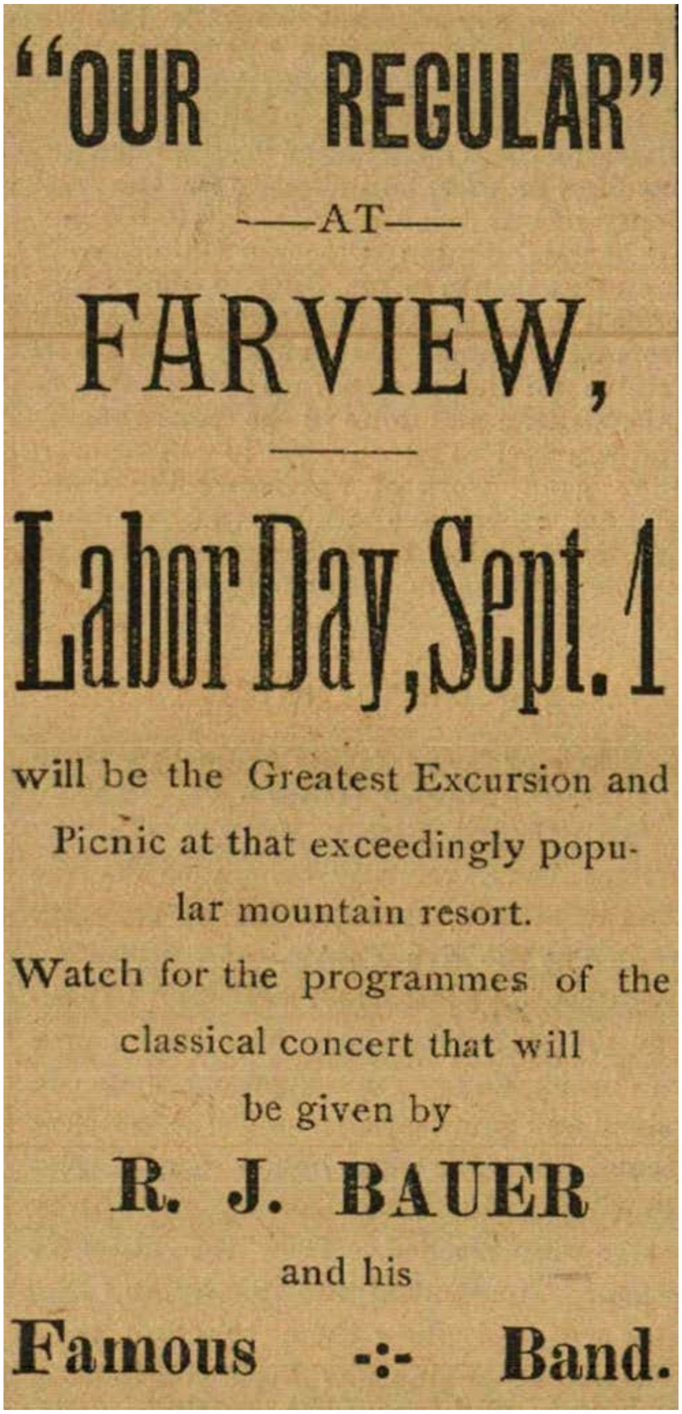
Saturday August 30.—Taken.

Monday, September 1st.—Mozart Band of Carbondale.

Carbondale Leader, August 5, 1890, p. 4:

The annual Mozart Band excursion to Farview on Labor Day, preceded by a "Big Street Parade" in Carbondale, was announced in the *Carbondale Leader* of August12, 1890:

Carbondale Leader, August 12, 1890, p. 4:



"OUR REGULAR"

—AT—

FARVIEW,

Labor Day, Sept. 1

will be the Greatest Excursion and Picnic at that exceedingly popular mountain resort.

Watch for the programmes of the classical concert that will be given by

R. J. BAUER

and his

Famous -:- Band.

Other bands will make music, among them being the

CITIZEN'S BAND, OF JERMYN.

"Our Regular" will include the morning

BIG STREET PARADE

of the combined Mozart and Bauer's Bands tooting melody from

50---MOUTHPIECES---50

that will set the cobble stones rolling. Excursion tickets can be obtained at Scranton and Honesdale and all intermediate stations, and are good on any regular train. The regular excursion trains leave Main street station at 10:45 and 1:30. Excursion conducted by

The Mozart Band.

On August 20, 1890, fully one thousand persons went to Farview on the excursion to benefit the Hospital. $250 was raised, which is about one half of what it was hoped would be raised.

“A GLORIOUS DAY AT FARVIEW. / The Hospital Benefit a Creditable Success. / Fully one thousand persons went to Farview with the Hospital excursion yesterday and the day proved the most delightful of the season. It does no matter how hard it rains, two hours of sunshine dries up everything at Farview and the air yesterday was so pure and invigorating that the headaches and the all gone feeling were soon forgotten. / Mr. Moses who managed the excursion was warmly congratulated on the success of the affair, and he deserved every kind and encouraging word that was uttered. The gentlemen who assisted Mr. Moses rendered excellent service, which all persons interested in the erection of a hospital cannot fail to appreciate. / The picnic was well conducted, and everything passed of as smoothly as it if was a family outing. The absence of many persons who could best afford to be liberal on such occasions and the presence of so many who would like to do the generous act but lacked the means was very noticeable. However, Mr. Moses thinks the profits will exceed $250 and that is just half what he hoped the benefit would add to the fund. / The appeal to the ladies for cake was responded to by seven ladies. Mrs. White, of No. 4, sent a ham; Mesdames S. D. Baker, J. J. Monohan, Thos. O’Connell, A. Hedden, J. Scurry, each sent a cake; Mrs. R. Manville $1.00; and Mrs. L. Berkley $200. / Doubtless many others intended to send sandwiches, but the biscuit and sliced ham never came. Next year the people will be given another chance to do something for this object but Mr. Moses says some other fellow will do the begging and scolding.” *(Carbondale Leader,* August 21, 1890, p. 4)

The Apollo Club, which hosted the celebrated balloon ascension and parachute jump by Professor Greenleaf in Carbondale in July 1890, announced in the November 8, 1890 issue of the *Carbondale Leader* their second annual ball at Keystone Hall on Thanksgiving eve, November 26. The receipts will benefit the library. Tickets will be available "to gentlemen only—those who will escort ladies."

“Apollo’s Second Annual. / The members of the Apollo Social and Literary Club are very busily engaged at present arranging for their second annual ball at Keystone Hall, Thanksgiving eve Nov. 26. The receipts are for the benefit of the library. Great care will be exercised in disposing of the tickets. The members have determined to sell to gentlemen only—those who will escort ladies. Invitations have been extended through Wilkes-Barre, Pittston, Scranton, Honesdale and Binghamton. A large gathering and enjoyable time is assured.” *(Carbondale Leader,* November 8, 1890, p. 4)

0911

Excursions to Farview, 1891

The 1891 excursion season at Farview began on Saturday, May 30, when the Delaware and Hudson Company ran an excursion under its own auspices from all points on the Pennsylvania Division. By May 28th, many excursions were already lined up for June and July at Farview Park:

FARVIEW ENGAGEMENTS.

Most of the Dates in June Already Taken.

Farview Park will be opened to the public for the season on Saturday next by the Delaware and Hudson Company which will run an excursion under its own auspices from all points on the Pennsylvania Division. Beyond that date there are already booked sufficient engagements for the park to "keep it warm," June being quite full. The dates filled and the organizations securing them are as follows:

Friday, June 12, Penn'a Oral School for the deaf of Scranton.

Saturday, June 13, Lackawanna and Pancoast Fund, of Olyphant.

Tuesday, June 16, Ladies Guild of St. Luke's church, of Scranton.

Wednesday, June 17, Ridge Association of Archbald.

Thursday, June 18, Sons of Veterans Camp, of Honesdale.

Friday, June 19, Improved order of Red Men, of Forest City.

Monday, June 22, D. O. H. of Scranton.

Tuesday, June 23, P. O. S. of A., of Pittston.

Thursday, June 25, Liederkranz of Honesdale.

Friday, June 26, Y. M. C. A. Ladies Auxiliary of Carbondale.

Tuesday, June 30, Jewish congregation, of Scranton.

Saturday, July 4, Father John Doherty's church of Honesdale.

Friday July 10, Improved Order of Red Men, of Scranton.

Saturday, July 18, Mount Pleasant Mutual Benefit Association, of Scranton.

Monday, July 20, Knights of Father Mathew, of Archbald.

Wednesday, July 22, Consolidated Keg Fund of Moosic.

Carbondale Leader, May 28, 1891, p. 3:

In June 1891, the Montrose Fire Department announced that it would host a large excursion to Farview some time in September 1891 if the L. & M. R. R. were completed by that time. In their announcement, the Montrose firemen declare: "The Fourth of July will not be celebrated here [Montrose] this year. The celebration will take place when we are admitted to the outside world by a standard gauge railroad."

"MAY 'EXCURZ' TO FARVIEW. / Montrose Fire Companies Planning a Trip to the Moosic Resort. / MONTROSE, June 9.—The Montrose Fire Department, consisting of two hose companies and one hook and ladder company, have in contemplation an excursion to Farview some time in September if the L. & M. R. R. is completed. The first steps in that direction were taken on Saturday and a meeting of the department will be called this week to take action. If they decide to go arrangements will probably be made to give a street parade from the Seventh avenue station to the Main Street station, in Carbondale, providing the three companies go in a body. A large excursion would no doubt be the result if the firemen take it in hand, for nearly all our active firemen are hustlers. For proof of this I refer to J. F. Reynolds, Esq. who was president of one of the companies when he resided here. The Fourth of July will not be celebrated here [Montrose] this year. The celebration will take place when we are admitted to the outside world by a standard gauge railroad. Arrangements will then be made for a rousing demonstration in honor of the event. . ." (*Carbondale Leader,* June 9, 1891, p. 4). In that same issue of the *Carbondale Leader,* we read (p 4): "The L. & M. R. R. is now graded to within 2 ½ miles of Montrose. The rails on the Alford end will be laid this week and trains can then run to Heart Lake."

It seems remarkable, even from our perspective in the 21st century, to think that excursionists, in 1891, would travel from as far away as Montrose to enjoy an afternoon at Farview Park. But then, the world was getting smaller every day and the average man had a few dollars in his pocket and some leisure time available and could, with a little bit of careful planning, think about taking his family on a rail excursion to a mountain top summer resort like Farview. Some, with a bit more time and financial resources available, could even consider a rail trip to such places as New York and Philadelphia. In that regard, remarkably, in the August 14, 1891 issue of the *Carbondale Leader* (p. 3), the NYO&W railway, whose line through Carbondale opened in 1890, announced a round-trip excursion on August 18 from Carbondale to Coney Island, with a round trip fare of $4.65. Here is that ad:

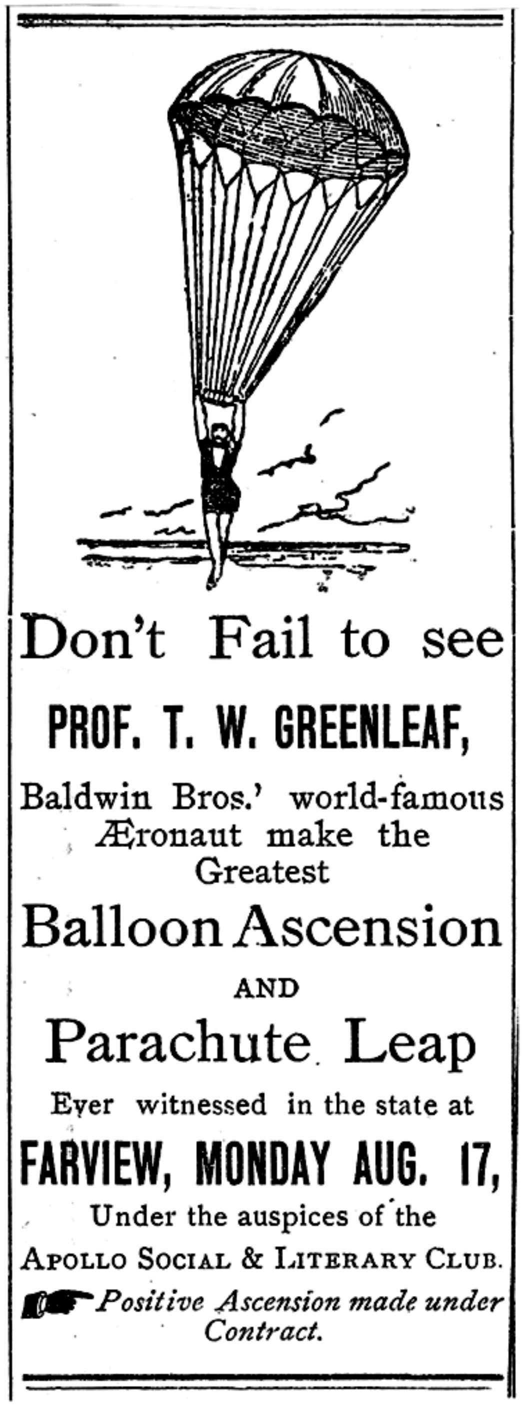
The N. Y., Ontario & W. will run a mid summer excursion to New York and Coney Island on Tuesday the 18th inst. The fare will be $4.65, round trip. It will be a first-class excursion over the popular and picturesque O. & W. and well worth taking in. The train will leave this city at 11:50 a. m. 12 14 17

People were attracted to Coney Island for the same reasons they were attracted to Farview Park. The desire to get away for the day from the crowded, industrial urban and industrial worlds where they spent the other six days of their lives. From Jon Sternglass's excellent book, *First Resorts. Pursuing Pleasure at Saratoga Springs, Newport & Coney Island* (2001), we learn that between 1865 and 1878 entrepreneurs installed no less than five major rail lines between Brooklyn and Coney Island, with two additional cross-island spurs. Several of these rail lines are now part of the New York subway system (the B train, the F train, the D train, the N train). In 1878, more than 250 trains daily transported visitors to and from Coney Island, with as many as 100,000 passengers on Sundays. By 1880, as many as 6 million visitors a year journeyed to Coney Island. Those numbers are impressive and astounding, but not any more so than the numbers on the excursions that were almost a daily reality to Farview Park.

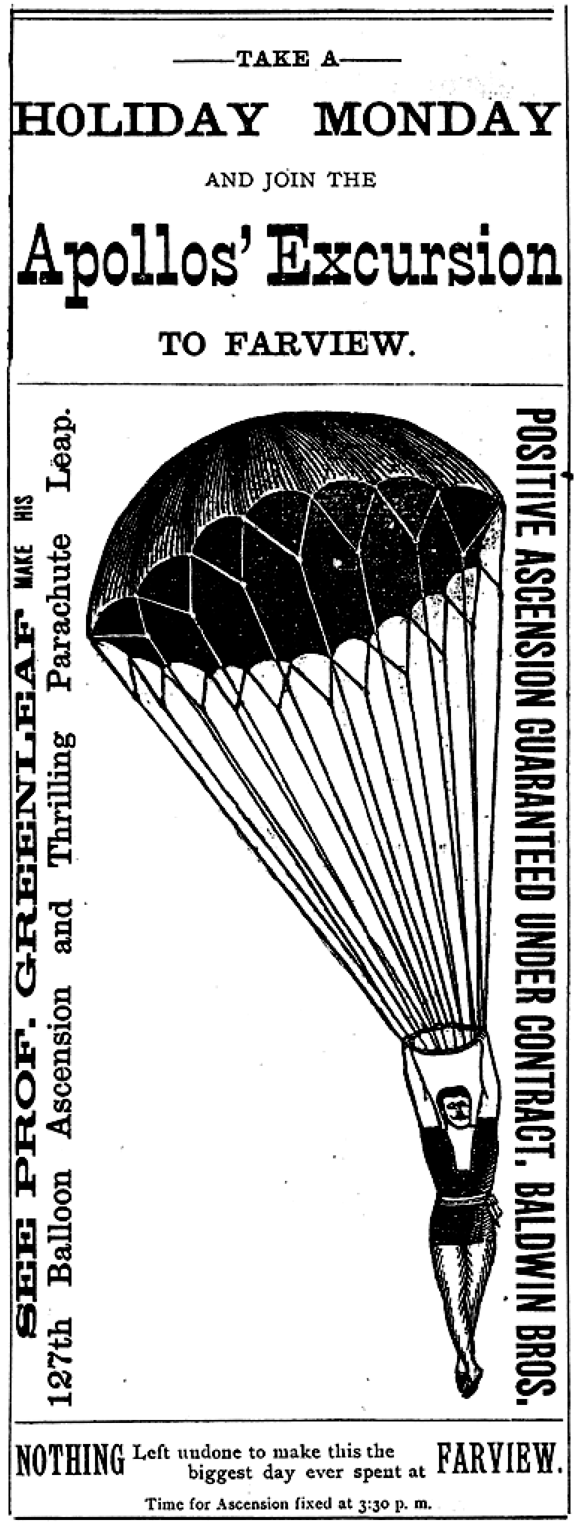
As a matter of course, the D&H continued to make improvement to Farview Park every year. In the early summer of 1891 they enlarged and covered with a roof the lower observatory at Farview, from the top of which they are daily displaying weather flags:

"The Delaware & Hudson Co. are this season displaying daily weather flags from the top of the lower observatory at Farview, which has, by the way, been enlarged and covered with a roof." *(Carbondale Leader*, June 26, 1891, p. 4)

Back to Carbondale, by popular demand, it seems very likely, and again hosted by the Apollo Social and Literary Club, was Professor T. W. Greenleaf, whose 127th balloon ascension and parachute leap was announced in the *Carbondale Leader* of August 14, 1891 (p. 3) for Farview, Monday, August 17:



In the *Carbondale Leader* (p. 3) on the following day, the Apollos placed another large space ad to announce the parachute jump on August 17:



The Apollos' picnic on August 17, 1891 was "a monster in size and a most enjoyable affair socially." Farview was "as crowded as Broadway in New York." "Two hundred dozens of sandwiches went down two hundred dozens of throats."

"IT WAS A GREAT PICNIC. / Greenleaf's Parachute Jump Draws an Enormous Crowd to Farview. / The excursion and picnic of the Apollo Club yesterday was just what everyone expected it would be, a monster in size and a most enjoyable affair socially. The clear skies of the morning boded well for the enterprise of the club and by the time the shades of night had begun to fall that enterprise had been rewarded by full coffers. / Every train that went up during the morning carried a large enough crowd to make an ordinary Farview picnic, but the afternoon trains were what taxed the resources of the carrying company. Meantime Wayne county was contributing more than her share to the great flood of people and by half past three o'clock the resort was as crowded as Broadway in New York. The large number of strange faces showed that the balloon ascension had been just the thing that Wayne countians had been waiting for. / But for all its size, the crowd was a perfectly orderly one. Not an incident, so far as is known, occurred to mar the pleasure of anybody, and the social atmosphere was as serene as the gentle zephyrs that floated over the place, barely lifting the white weather flag on the first observatory. The dancing pavilion was, of course, crowded without cessation. From noon until leaving time the dancers let no time drag, and the only regret was that the pavilion couldn't accommodate more people. The refreshment stands didn't lack for patronage for a moment, and the amount of good things stored away by the hungry crowd was enormous. For instance, there were 75 gallons of cream on the grounds, but even that supply ran short. Two hundred dozens of sandwiches went down two hundred dozens of throats, and there wasn't any possible way to keep account of the cakes, pies, bottled soda and other refreshments and sweetmeats that were sold. The usual number of games and sports were enjoyed and everything was life until about 3:30 when people began to look for vantage places to see the balloon ascension and parachute jump by Prof. Greenleaf. While the big bag was being inflated the people continued to seat themselves on the hill until, by the time the word was given, the spectacle of this small mountain of humanity was as attractive as the aeronaut's daring rise and fall. / At almost precisely a quarter of four the crowd of men who were tugging away at the ropes, holding the great balloon down, heard the cry, 'All right! Everybody let go!' and the fearless Greenleaf shot into the air. Farview is an extremely hazardous place to make a descent and the people knew it. Greenleaf himself says that it is the worst place he ever made an attempt, and he wasn't quite sure that he was going to get back with his life. But he did. The balloon shot up about four hundred feet above the spectators' heads and floated out in a northeasterly direction toward Elk Lake. / Everything was woodland in that direction and the jagged trees didn't look very pleasant to the man in the air who was figuring how to get down. Finally, the balloon floated over a narrow spot in the woods between the trees and the aeronaut cut the rope that held the parachute up. / Like a lead plummet his body shot down until within about 400 feet of the ground when the folds of the big white umbrella

spread and the remainder of the descent was made gracefully and easily. Greenleaf landed on the ground without the slightest injury, but he barely missed a tree. Five minutes later he was on the ground where he started. / Although many expected the jump to be much longer, the spectators generally were pleased because they realized Greenleaf's hazardous position. Many forgot, too, that the distance was greater than it seemed, for they were looking down from a mountain into a valley. / The big crowd was handled without a hitch by Supt. William McMullen and the three trips which brought them down to the city were without event other than the pleasure of the ride. / The Apollos say their profits of this year will exceed those of last season." *(Carbondale Leader,* August 18, 1891, p.4)

As always, in 1891 the annual Mozart Band excursion to Farview was announced for Labor Day, the excursion to be preceded by a gigantic street parade:

Carbondale Leader, August 14, 1891, p. 3; and *Carbondale Leader,* August, 15, 1891, p. 4



The Event of '91!

MOZART BAND EXCURSION.

Again we confront our patrons.
Once more we hoist our
Excursion Banner!

FARVIEW

LABOR DAY

MONDAY, SEPT. 7th.

We are bound to beat all former
seasons.
'Twill be a dazzling success.
There'll be music floating in the air!

BAUER'S AND GERMANIA BANDS,

OF SCRANTON,

SUSQUEHANNA BAND,

Citizens' Band, of Jermyn,

—AND—

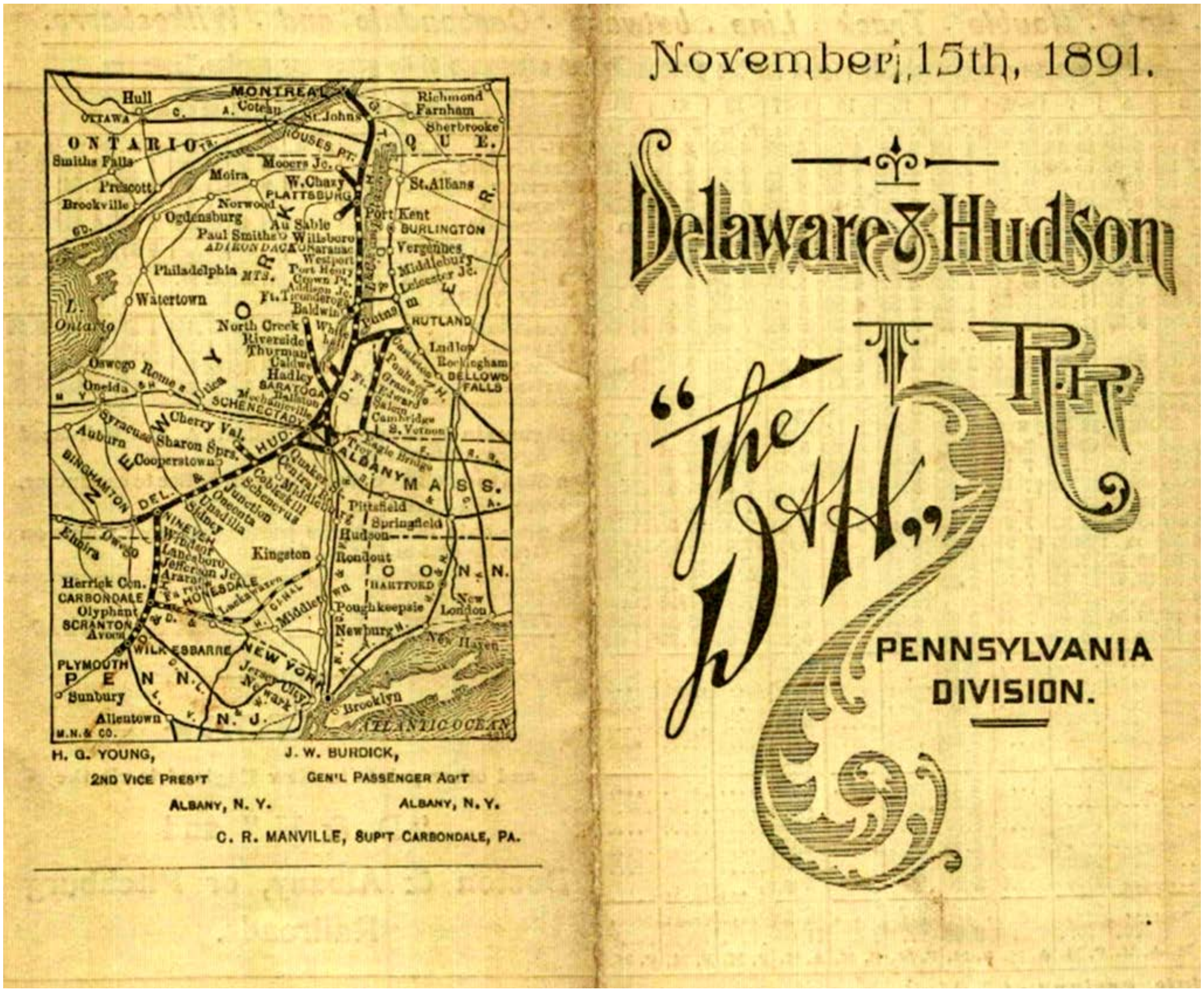
KEYSTONE BAND.

GIGANTIC STREET PARADE!

4 Bands in one aggregation.
100 Performers in one Big Band!
WHEW! won't it be a dazzler!

Excursion trains all day from Scranton, Honesdale, Susquehanna and intermediate stations.

To promote Farview Park, the D&H produced the promotional piece shown below, dated November 15, 1891. The original of this document is in the collection of the Lackawanna Historical Society, Scranton.



THE MOST ATTRACTIVE

Excursion Resort in Pennsylvania

DIRECTLY ON THE LINE OF

THE GRAVITY RAILROAD.

Commands the most Extensive and Beautiful Views in the State.

No pains or expense have been spared to supplement Farview's great natural beauty, with every improvement necessary to the comfort and pleasure of excursionists. It is an ideal place for pleasure parties of any number of persons.

No Charge for the use of the Grounds or Buildings.

Special Low Rates will be made for FAMILY or SMALL PICNIC PARTIES. For Excursion Dates, Rates, etc., apply to Local Ticket Agent, who will obtain all required information.

0912

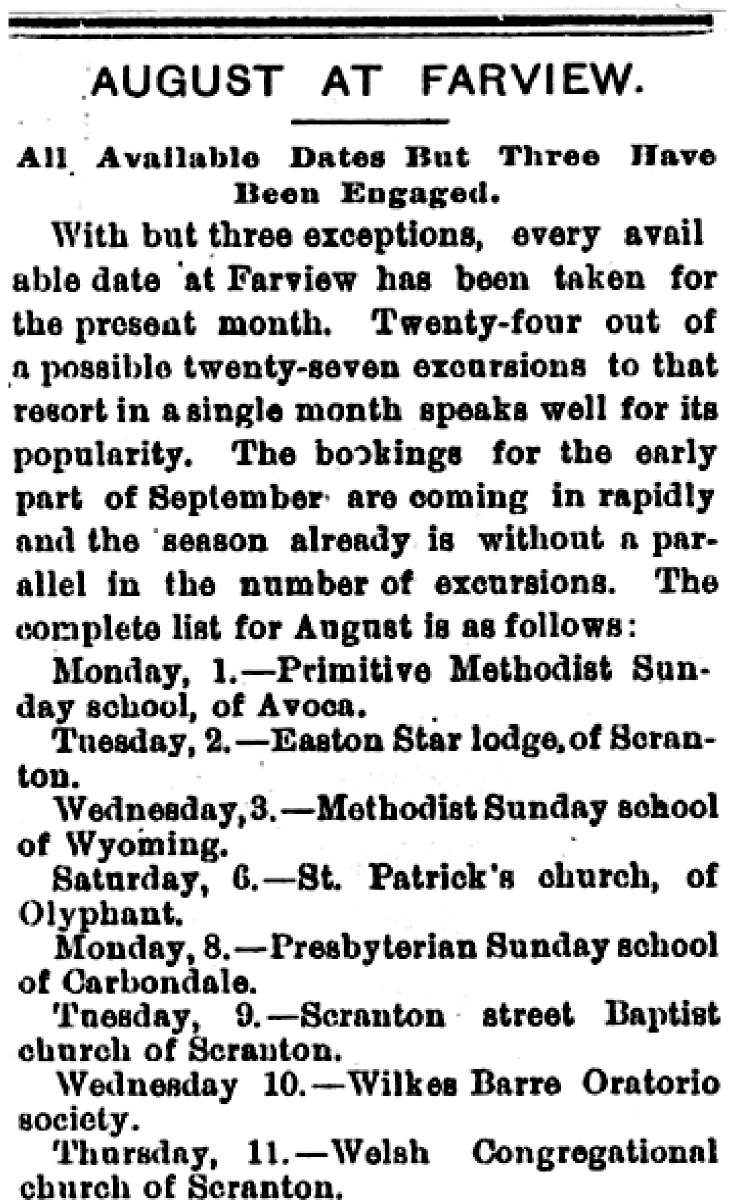
Excursions to Farview, 1892

In 1892, Farview was more popular than ever.

Farview booked by Bauer's Band for July 13, 1892:

"Bauer's Band concert tomorrow at Farview." *(Carbondale Leader*, July 12, 1892, p. 4)

In the *Carbondale Leader* of August 1, 1892 (p. 4), the bookings for August 1892 were announced, and it was noted that "With but three exceptions, every available date at Farview has been taken for the present month."



AUGUST AT FARVIEW.

All Available Dates But Three Have Been Engaged.

With but three exceptions, every available date at Farview has been taken for the present month. Twenty-four out of a possible twenty-seven excursions to that resort in a single month speaks well for its popularity. The bookings for the early part of September are coming in rapidly and the season already is without a parallel in the number of excursions. The complete list for August is as follows:

Monday, 1.—Primitive Methodist Sunday school, of Avoca.

Tuesday, 2.—Easton Star lodge, of Scranton.

Wednesday, 3.—Methodist Sunday school of Wyoming.

Saturday, 6.—St. Patrick's church, of Olyphant.

Monday, 8.—Presbyterian Sunday school of Carbondale.

Tuesday, 9.—Scranton street Baptist church of Scranton.

Wednesday 10.—Wilkes Barre Oratorio society.

Thursday, 11.—Welsh Congregational church of Scranton.

Friday, 12.—Loyal Knights of America, Sons of Liberty, No. 31.

Saturday, 13.—Knights of the Golden Eagle.

Monday, 15.—Ancient Order of Foresters, of Scranton.

Tuesday, 16.—Order of Iron Hall of Scranton.

Wednesday, 17.—Apollo Social club, of Carbondale.

Thursday, 18.—Germania societies of Wilkes-Barre go to Honesdale.

Friday, 19.—St. Aloysius society of Wilkes-Barre.

Saturday, 20.—I. A. of M., Electric lodge No. 230, of Scranton.

Monday, 22.—Cambrian society of Pittston.

Tuesday, 23.—Bauer's band of Scranton.

Wednesday, 24.—Knights of Pythias of Plymouth.

Thursday, 25.—The "Davies & Griffin" excursion of Scranton.

Friday, 26.—Adelphia club of Wilkes-Barre.

Saturday, 27.—Young Men's Institute of Scranton.

Tuesday, 30.—Cedar avenue Methodist church of Scranton.

Wednesday, 31.—Combined excursion of Lackawanna, Avoca, Rendham and Taylorville Methodist churches.

The Pennsylvania State Editorial association came to Carbondale on Wednesday, July 13, 1892, from Scranton, where they had spent the day on Tuesday. From Carbondale, these journalists took the Gravity Railroad to Honesdale, where they were entertained handsomely. In the afternoon on the 13th, they again traveled by the Gravity Railroad back to Carbondale and then on to Scranton, where they again spent the night before continuing on their way to Albany, New York City, and back to Philadelphia and intermediate disbanding points over the Pennsylvania railroad. Here is the beginning of the article about the visit of these journalists to Scranton-Carbondale-Honesdale-Carbondale-Scranton that was published on page 2 of the July 13, 1892 issue of the *Carbondale Leader:*

"JOURNALISTS IN TOWN. / Seven Coaches Full of Editors on Their Annual Tour. / The Pennsylvania State Editorial association passed through Carbondale this morning enroute for Honesdale where they are spending the day and are being royally entertained by the 'brethren' of that place. Many of the gentlemen were accompanied by their wives, daughters, sisters and friends and the whole party numbered about two hundred and fifty. The train on which they arrived consisted of seven coaches. The association came to Scranton yesterday and passed the day among the sights of the Electric City. In the afternoon they were taken for carriage drives and shown the sights of the city. Later on many of the guests visited two or three of the coal mines. Last evening the visitors were tendered a complimentary concert at the Academy of Music. / The people of Honesdale have made extensive preparations to entertain the editors handsomely, tables being spread in the park for a great dinner and carriages provided for a drive around the beautiful town. The quill drivers will return this afternoon and remain in Scranton over night and in the morning will proceed to Albany, thence down the Hudson to New York and back to Philadelphia and intermediate disbanding points over the Pennsylvania railroad. Following is a list of the excursionists: / THE STATE EDITORS. / . . . .[complete list of the names of the journalists and their guests, the names of their newspapers, and their communities, e. g., "Moses, E. L. and lady, Weekly Dispatch, Erie"]

These journalists all had a wonderful time in northeastern Pennsylvania, and the highlight of the journey for a great many of them, possibly all of them, was their ride from Carbondale to Honesdale and return on the Gravity Railroad. In letters to the *Carbondale Leader*—and most probably in articles in their home newspapers—a great many of these journalists there expressed their enthusiasm for and delight in their ride over the Gravity Railroad. One couldn't hope for better publicity for the Gravity Railroad. The *Carbondale Leader* synthesized many of these wonderful letters and published them in the *Carbondale Leader* of August 4, 1892, as follows:

"EDITORIAL EXPRESSIONS. / Regarding Farview and the Gravity Railroad. / No section of the state is receiving so much free advertising at present, excepting Homestead, as this, and especially Farview and the gravity road. The big state editorial party fairly went into raptures over these, and their enthusiastic descriptions show that we do not appreciate these advantages because of our familiarity with them. Here are some of the editorial expressions regarding them: / *Freeport Journal:*--The ten mile run was made at the rate of forty miles an hour. We tried to

bribe the boss of the toboggan slide to stop the pesky thing and let us off, offered him all the loose change in our pockets, and a whole year's subscription to the *Journal*—if he would just slow up so we could jump, but he only snickered and said, 'we'll soon be at the bottom;' and he was right. We were there before Pete Rattigan got half through his prayers which he had been diligently repeating from the moment we took a header down the Moosic range. / *Oil City Blizzard:*--Wednesday we went to Honesdale. With the open gravity cars, delightful weather, no cinders, no whistles, but with beautiful mountain and valley scenery, and breezes fresh and fragrant. The trip is but feebly described in calling it one of invigorating pleasure. / *Altoona Times*—The trip to Honesdale and return was made over the famous Gravity road, and as many had never enjoyed the pleasure of such a ride before, it was a most delightful experience. As the train sped merrily along in its bird-like airy flight from plane to plane, over the crest of the Moosic range, mirth and song filled the air, and re-echoed in the valleys below. / *Washington Supper Table:* --Wednesday morning the party left for Honesdale. This trip was one of the gems of the excursion. Sixteen miles of the thirty-two were made in handsome open cars of the Gravity railroad which runs from Carbondale to Honesdale. As the frequent termination 'dale' in the names of the towns indicates, this is a country of hills and valleys. / *Greensburg Democrat:*--We made the trip to Honesdale over the famous Gravity road of the Delaware and Hudson Canal company. A ride over the novel railroad, without locomotives, is very exhilarating and indescribably grand as to scenery. / *Cambria Freeman:*--We reached Honesdale after a most exhilarating ride over the Moosic mountain. The scenery is grand and as cliff and crag were passed, all grew enthusiastic over the many passing beauties. / *Wilkes-Barre Telephone:*--Farview is 2,000 feet above sea level and one of the most delightful excursion resorts in the world. / *Kittanning Standard:*--As the train sped along in sections and higher altitudes were attained the interest of the party increased, only to be still further accelerated by the pleasurable excitement of the ride from Farview, the summit of the mountain, to Honesdale. The sections of the train had been united, and as it sped down the incline with a constant increasing velocity, the fresh mountain breeze caused the cheeks of matron and maid to glow, while some of sterner sex indulged in serious comment as to the effect were the rapidly moving train to leave the track. / *Elizabeth Herald:*--The view from Farview is one of wide extent, as well as of enchanting loveliness. / *Manheim Sentinel:*--On Wednesday morning we journeyed to Honesdale. At Carbondale ten open cars were provided and they were will filled. Many of the party had never before enjoyed the pleasure of a gravity trip, and to them especially it proved a most interesting experience. The mountain side was literally covered with rhododendrons, daisies, buttercups, and numerous other wild flowers, and the train sped along from plane to plane the interest increased only to be still further heightened by the pleasurable excitement of the ride from Farview to Honesdale. / *Skippach Transcript:*--The sensations experienced while going by gravity over the rail planes which lead to Honesdale and into Carbondale are just a little too pleasant to admit of description. / *Coalport Standard:*--Wednesday we made a trip over the famous gravity, from Carbondale to Honesdale and return. While speeding over this wonderful road we thought of the Chinaman's version of the electric car: 'No pushee, no pullee, no horsee, no mulee, but run like helle allee samee.' The ride is exhilarating and gives some a feeling as of flying through space. / And we might quote from many others." *(Carbondale Leader,* August 4, 1892, p. 2)

Excursions for the end of the 1892 season at Farview:

FARVIEW ENGAGEMENTS.

A Complete List of the "Dates" for the Rest of the Season.

The season at Farview is so far advanced that already the end is in sight. Every available date for the remainder of August is taken and the closed dates extend well into the following month. The last date selected is September 24 and it is seldom that the weather is favorable for later excursions. Through the middle of that month there are yet a number of desirable days vacant and the list of excursions as booked today to the end of the season is as follows:

Thursday, August 11.—Welsh Congregational church of Scranton.

Friday, August 12.—Loyal Knights of America, Sons of Liberty, No. 31.

Saturday, August 13.—Knights of the Golden Eagle.

Monday, August 15.—Ancient Order of Foresters, of Scranton.

Tuesday, August 16.—Order of Iron Hall of Scranton.

Wednesday, August 17.—Apollo social club, of Carbondale.

Thursday, August 18.—Germania societies of Wilkes-Barre go to Honesdale.

Friday, August 19.—St. Aloysius society of Wilkes-Barre.

Saturday, August 20.—I. A. of M., Electric lodge No. 230, of Scranton.

Monday, August 22.—Cambrain society of Pittston.

Tuesday, August 23.—Bauer's band of Scranton.

Wednesday, August 24.—Knights of Pythias of Plymouth.

Thursday, August 25.—The "Davies & Griffin" excursion of Scranton.

Friday, August 26.—Adelphia club of Wilkes-Barre.

Saturday, August 27.—Young Men's Institute, of Scranton.

Monday, August 29.—Liederkranz society of Scranton.

Tuesday August 30—Cedar avenue Methodist church of Scranton.

Wednesday, August 31.—Combined excursion of Lackawanna, Avoca, Rendham and Taylorville Methodist churches.

Thursday and Friday, September 1 and 2.—Fourth annual tournament Carbondale Tennis club.

Monday, September 5.—Mozart band of Carbondale.

Saturday, September 10.—St. Paul's Pioneer corps of Scranton.

Wednesday, September 14.—Pine Brook Shaft Accidental fund of Scranton.

Thursday, September 15.—M. S. Quay Republican club of Scranton.

Friday, September 16.—Moosic Accidental fund.

Saturday, September 17—P. O. S. of A. and Jr. O. U. A. M. of Wanamie.

Saturday, September 24.—Archbald Serenade band.

Carbondale Leader, August 10, 1892, p. 4):

The Mozart Band Labor Day excursion to Farview was announced on August 12, 1892:



Carbondale Leader, August 12, 1892, p. 1

Professors Baldwin and Greenleaf will both do balloon ascensions and parachute drops on August 17, 1892, at the Apollo's outing at Farview. Both will go to an altitude of one mile before they cut their parachute from their balloon.



A - HOLIDAY,

WED. AUG. 17TH.

—THE—

APOLLO'S

BIG EXCURSION.

The Greatest and Most Expensive Guaranteed Attraction Ever Offered.

2 BALLOON ASCENSIONS.
PARACHUTE DROPS.

By the Worlds' Famous Aeronauts Profs. Baldwin and Greenleaf.

The Aeronauts, contract is that they must reach an altitude of One Mile before they cut their Parachute from tneir Balloon. Your last chance to see such a performance.

Concert by the Mozart Band.

Hessler's Orchestra will Furnish the Music for Dancing.

Excursion Rates from all points on the D. & H. R. R.

Don't Forget the date, Wed. Aug. 17th.

Carbondale Leader, August 13, 1892, p. 3:

Professor Greenleaf arrived in Carbondale on August 13, and is staying at the American House in preparation for his parachute jump on August 17. Professor Baldwin will arrive in Carbondale on Tuesday, the 16th.

"**GREENLEAF HERE. / He Says He and Baldwin Will Go Up a Mile. /** Professor T. W. Greenleaf, the famous parachute jumper, who has on two occasions performed his thrilling mid-air feat in this locality is at the American house, having arrived in this city on Saturday evening. He, with Professor Baldwin, are under contract with the Apollo club to make a double ascension and drop at Farview on Wednesday next. / To a LEADER reporter Professor Greenleaf said: 'I arrived here Saturday evening from Duluth where I made my last ascension and parachute drop. It was a very successful one, reaching an altitude of 5,000 feet before cutting loose my parachute. Baldwin started from Quincy, Ill., last night and will be in this city on Tuesday, and everything will be in readiness for Wednesday, August 17th. Both balloons will be inflated together and when filled will start on a race to the clouds. Our contract provides that we must go one mile high and we will do it." *(Carbondale Leader*, August 15, 1892, p. 4)

On the Apollos' big day, August 17, two thousand people made their way to Farview Park for the double ascension and parachute drop. A great many folks from the rural districts of Wayne County were there. The whole event was an "unusuality extraordinary."

"APOLLOS' BIG DAY. / 2,000 People See the Balloons and Enjoy Other Attractions. / The public have learned in late years to look forward to the picnic of the Apollo club of Carbondale at Farview as one of the great events at that resort, famous for its great gatherings. On the principle that 'nothing succeeds like success,' the people have learned to know that the mention of the name Apollo in connection with Farview means a big crowd, a good time generally, and something special in the way of attraction. For this reason, the Apollos always have high expectations to meet, and it may be remarked here that they always meet them. That their reputation goes beyond the limits of this city was a very evident fact yesterday from the great number of strange faces seen on the grounds. In round numbers there were 2,000 people at the Moosic park, and a goodly sprinkling of these were from Honesdale and other places in Wayne county, as well as from towns down the valley. The noteworthy thing was the large number of farmer friends who brought their whole families to enjoy the fun. There's nothing—leaving the circus, which is always preeminent as a depopulator of the country districts, out—that will draw the ruralists quite so well as a balloon ascension, and when the people of Wayne's township and hamlets learned that there were to be not one, but two balloons and two parachutes—gee whiz! why they couldn't any more stay away than—well, they simply couldn't stay away and they didn't. They're glad they didn't too, for after gazing with open mouths at the wonderful sight of a race from earth to sky and back again, they walked away 'allowing' with one voice that it was 'bout the best show they had seen in a dog's age.' / The farmers were right. The balloon attraction proved to be as pretty a sight as one could want to witness. A single ascension and

parachute drop is an unusual sight, but two monster air ships soaring away for many seconds and two human bodies simultaneously shooting from high in mid air like lead plummets and then swaying gradually to the ground under great white parasols is an unusuality extraordinary. In those two minutes and three and three-quarters seconds the people got the worth of all the money spent by them during the day. / It was about ten minutes past five when the aeronauts strapped to their parachutes were jerked off the ground. Everybody's heart beat a little faster and everybody breathed a good long breath when it was over. The balloons hugged each other on the way up, the men cut loose at almost the same instant and struck the ground only a few hundred yards apart in a field about half way to Waymart. Baldwin's balloon was instantly overturned and reached terra firma about the same time that he did, but Greenleaf's sand bag weight got wrapped somehow about the mouth of his balloon and instead of overturning it only served to keep it right side up, and it traveled higher and faster as long as it could be seen. Up to two o'clock today it hadn't been returned. / The other attractions of the Apollos were well patronized and seemingly enjoyed heartily. The crowd spent money freely and went in for a good time generally, but nothing occurred to mar the serenity of the day. There wasn't a ripple of trouble anywhere, and the Apollos' annual may be summed up in the words 'big success.' A great sum for their treasury will be the result, in spite of their heavy expenses." *(Carbondale Leader*, August 18, 1892, p. 4)

The *Carbondale Leader* offered a prize of a five-dollar gold piece to the first person to guess the nearest to the exact time occupied by Professor Baldwin in making his ascension and parachute drop on the 17th. Professor Baldwin was in the air for two minutes and three and three-quarters seconds. Harry Moon, of 99 Terrace Street, was the winner.

"HARRY MOON WINS. / His close Guess on the time of Baldwin's Balloon Ascension. / There is a five-dollar gold piece at this office for Harry Moon, of No. 99 Terrace street. Harry was the first person to guess the nearest to the exact time occupied by Professor Baldwin, the aeronaut, in making his ascension and parachute drop at Farview yesterday. One other guesser, Sadie Lewis, of No. 7 Pike Street, guessed exactly what Harry did, but as his guess was No. 164 and hers 361 in the order received, Harry gets the prize. / The Apollo club made Dr. J. R. Sitterly the official timer. With a stop-watch the doctor stationed himself on the observatory where he had a fine view of the start and finish, and as Professor Baldwin's feet touched the ground the hand of the watch was stopped, recording the time of two minutes and three and three-quarters seconds. When the time was made known not a person knew who had guessed the nearest to it. As fast as the coupons were received at this office they were filed away carefully, and at noon yesterday the whole lot were sealed in three big packagers and laid away in a place of security. / This morning at half past ten M. F. Neary and M. H. Bagley for the Apollo club authorized he opening of the packages and in the presence of Mr. Bagley the coupons were examined. There were perhaps over a thousand, by far the larger number being too high. There were some as low as three seconds and some higher than ten minutes. There were also, of course, the usual number of carelessly written guesses, some so bad that they could not be read, while some had no

signatures. None of the latter came very near the prize, however. / Mr. Bagley looked over the lot carefully and authorized the payment of the prize to Harry Moon. Besides his, there were many other close guessers, among whom were: Joseph Burke 1 45, Williard Evans 1 45, Walter Baker 1 59, John Evans 1 50, John Evans 1 55, J. Early 1 57, Mollie Bayley 1 57 ½, Dom Larkin 1 59, Ben Tucker 1 59, S. N. Bayley 1 59 , Maggie Lewis 1 59, John Evans 2 00, Mrs. T. G. Smith 2 00, Ben Tucker 2 01, S. N. Bayley 2 01, Sadie Lewis 2 02, John B. Evans 2 05, J. Early 2 07, Walter Baker 2 07, Mrs. H. F. Elbrecht 2 07, Willard Evans 2 09, John B. Evans 2 10, Harry Abbott 2 10, M. O. Wilson, 2 10, J. F. Haggerty 2 10, Sadie Miller 2 10, Walter Baker 2 13, Mary Surdovel 2 15, Willard Evans 2 15." *(Carbondale Leader,* August 18, 1892, p. 4)

"One of the happiest crowds of its history" gathered at Farview on August 25,1892, when between two and three thousand poor and destitute children from Scranton were given a day's outing at Farview, sponsored by Davies & Griffin, the Scranton clothiers, with music by Bauer's band. The program of activities of the day is given in the announcement of the outing that was published in the *Carbondale Leader* on August 24, 1892, p. 2:

TOMORROW AT FARVIEW.

Over Two Thousand Poor Children to be Picnicked.

Tomorrow at Farview will see one of the most unique, and, it is safe to say, one of the happiest crowds of its history. Between two and three thousand poor and destitute children from Scranton will be given a day's outing by Davies & Griffin, the clothiers, of that city, and with music by Bauer's band, refreshments without stint and sports already arranged, it is expected that the little ones will fairly revel in their rare opportunity. The program of the day is as follows:

Arrive at Farview 10:45 a. m.
Music by band 11:00 a. m.
Children's lunch (blessing before meat) 11:30 a. m.
Adults' lunch in pavilion, 12.00 a. m.
Children's games start, 12:30 a. m.

PROGRAM OF RACES.

1. Boys' race, any age. First prize, football; second, accordeon; third, air gun.

2. Little boys' race. First prize, tabb suit; second, whip; third, mouth organ.

3. Girls' race, under twelve years. First prize, doll's buggy; second, piano; third, doll.

4. Girls' skipping rope race, any age. First prize, large doll; second, knife, spoon and fork; third, mouth organ.

5. Boys' race, under ten years. First, wagon; second, barrow; third, tool chest.

6. Girls' race, under eight years. First, dressed doll; second, doll's cradle; third, doll.

7. Boys' race, under twelve years, first, velocipede; second, tool chest; third, mouth organ.

8. Girls' race, under ten years, first toilet set; second, bureau; third, doll.

9. Little girls' race, first, doll; second, doll; third, table; fourth, table set.

10. Tug of war, for boys, six a side, prize, ball bat to each of the winners.

11. Boys' race, under eight years, first, train; second, tool chest; third, organ.

12. Girls' race, any age, first, w. box; second, w. box; third, album.

Band concert at 3 p. m. Intervals of short addresses and songs. Vote of thanks, 4:45; leave at 6 p. m.

Carbondale Leader, August 24, 1892, p. 2:

On August 29, 1892, the Scranton Liederkranz, together with many of their Carbondale friends, and accompanied by Bauer's band and orchestra, spent the day at Farview Park:

"The Scranton Liederkrantz spent yesterday at Farview, where they were joined by many of their Carbondale friends. The excursionists enjoyed themselves in various ways and with pastimes incident to such occasions. During the day the society rendered several songs, which were excellent. Bauer's band and orchestra furnished the instrumental music." *(Carbondale Leader,* August 30, 1892, p. 4)

The Mozart Band's annual outing to Farview on Labor Day was announced in the *Carbondale Leader* of August 31, 1892. A larger crowd than ever is expected. An enemy of the Mozarts has been spreading the news that the Mozart Band has dissolved. Not true. The Mozarts are alive and well and have, in fact, just made a valuable addition to their number in the person of Frank Pilcher, a clarinet player who was secured from Stratheroy, Ontario.

"THE MOZARTS' DAY. / Prospects of a Big Crowd at Farview. Lying About the Band. / The Mozart band members are busy every day advertising and making preparations for their annual excursion at Farview on Labor day, and they have the confidence to believe that they will have this year a bigger crowd than ever before. It may have been noticed that some of the picnics at Farview lately have had a small attendance from Carbondale. This does not indicate a loss of interest in Farview and its attractions, but shows that the people of this city are waiting for something. That something is the great gathering of bands on Monday. All the collieries, machine shops, railroad shops, stores and other places of employment will be closed and the people will take a day to make their final trip of the season to Farview. / But besides the bands that will be there, there will be present a big crowd of fireman and their friends from Hancock, N. Y., Shehawken Hose company, of that place, having decided to run an excursion to Farview on Labor Day. / Someone has been doing some tall lying about the Mozarts lately. The band has been engaged for a month to accompany the Honesdale firemen to Port Jervis, N. Y., on the 15th of September, and during the past week some enemy of the band (whom they say they know very well) has caused to be freely circulated in the Maple city the story that the organization had gone to smash. Bandmaster Hessler received an anxious query from there as to the truth of the story and he replied at once that the band is so badly 'busted' that it is ready to furnish twenty-five men for any occasion. / The Mozarts have received a valuable acquisition to their number in Frank Pilcher, a clarinet player who was secured from Stratheroy, Ontario. He played for the first time in town at the Opera House last night and demonstrated his ability to handle his instrument well. / It should not be forgotten that the Ninth Regiment band with thirty-two pieces will be at Farview on Labor day and will in the afternoon render the following program: / Overture, 'Fest'….Leuther. / Songs—'Das bild der Rose'…Reichardt, 'O Thaler weit, o Hohen'…Mendelssohn. / Characteric piece, 'Fackeltanz'…Meyerbeer. / Baritone solo, 'Tramp,

Tramp, Tramp'…Rollinson, James Ashman. / Potpourri, 'Il Trovatore'…Verdi. / 'On the Plantation"…Plurner. / Grand selection, Daughter of the Regiment…Donizetti. / Cornet solo, from Stabat Mater 'In flamatus'…Rossini, Harry Brownson. / Dance, 'Chilian'…Missud. / March, 'Captain Smith'…Osborn." *(Carbondale Leader,* August 31, 1892, p. 4) See articles about the event, below: *Carbondale Leader,* September 5, 1892, p. 4, and September 6, 1892, p.4.

The Mozart Band's excursion to Farview on Labor Day was a huge success. Ninety-five Gravity Railroad excursion car loads of excursionists enjoyed the day at Farview Park. When the Shehawken Hose Company of Hancock arrived in Carbondale for the excursion, there were met by a committee composed of members of the Columbia and Mitchell fire companies. The Columbias brought out their new wagon and drove a party of the visiting firemen about the city and afterward entertained them at their rooms. In the *Carbondale Leader* that was published in the morning on September 5, 1892, we read:

"MUSIC IN THE AIR. /It Floated up to Farview and Was Followed by a Big Crowd. / The Mozarts seem to be in league with the weather clerk, for a clear, blue sky and bright sunshine has been invariably the order when the band has its annual excursion to Farview. This was true before the Labor day holiday was created, and as the weather has everything to do with the pleasure of a day at the mountain resort pleasure seekers have nothing to complain of today. / The members of the band were out bright and early this morning making ready to receive the visiting musical organizations that were expected to participate in the day's festivities. The Ninth Regiment band of Wilkes-Barre was the first to arrive. They were met at the Seventh avenue station by the Mozarts and the two united bands played several selections as they marched up Main street on the way to the gravity railroad station. / About ten o'clock the excursion of the Shehawken Hose company, of Hancock, arrived and were met by a committee composed of members of Columbia and Mitchell fire companies. The Columbias brought out their new wagon and drove a party of the visiting firemen about the city and afterward entertained them at their rooms. / At noon the Jermyn and Olyphant bands arrived and there was music galore on the streets for an hour before they started on the ride up the planes. Every train for the picnic ground was filled with happy people and it is safe to predict that this will be the biggest day the Mozarts have ever had." *(Carbondale Leader,* September 5, 1892, p. 4)

And on the following day in the *Carbondale Leader,* the following wrap-up article was published:

"3000 AT FARVIEW. / A Successful Excursion Run by the Mozart Band. / It was the Mozarts greatest day. More than 3,000 people visited Farview yesterday, but even with this vast number there was no crowd, no rushing, no undue excitement anywhere about the grounds. It was a delightful day, the grounds were in perfect condition and the people seemed to be out for a full day's enjoyment. Farview for a one day outing place is a charming place and never more so than yesterday. / The slight rainfall that occurred about four o'clock came too late to seriously interfere with the pleasure of the excursionists, for the day ends about that hour with many of the

people. Those who chose to tarry until the departure of the later trains suffered no inconvenience whatever, for they were proof against such slight dampness and the change that took place in the temperature. <u>/ Ninety-five carloads of pleasure seekers were carried up the planes</u> [emphasis added] and it is safe to say that none had reason to be disappointed. / The Ninth Regiment band, of Wilkes-Barre, was the crack organization present and as a matter of course was the chief attraction of the occasion. The afternoon concert given by the aggregation of clever musicians was a great treat." *(Carbondale Leader,* September 6, 1892, p.4)

On Thursday, September 1, 1892, the fourth annual tournament of the Carbondale Tennis Club took place at Farview. In the article given below, the tournament was described as "the most successful set of matches ever played in northeastern Pennsylvania."

"MANY FINE PLAYERS / Entered for the Tournament of the Carbondale Tennis Club. / Tomorrow, weather permitting, will begin the fourth annual tournament of the Carbondale Tennis club at Farview. It will be the most successful set of matches ever played in northeastern Pennsylvania, for the entries are from a wider territory than ever before gathered together at any similar meet, and the championships will not only be correspondingly greater honors but will give the winners prizes valued at over one hundred dollars. / There are entered for the tournament the following: Charles Allen, the champion of Bucknell university, who represents the Scranton Field club; E. S. Sanderson, of Cornell university, a resident of Scranton; E. F. Torrey, Jr., of Brooklyn, who last year won the first prize at the tournament of the King's County Athletic club; Thomas Trask, champion of Amherst college; A. P. Thompson, of Cornell university, and George Weston, who will represent the Honesdale club; R. E. Sands, L. M. Atkinson and H. J. Atkinson, of Hawley; Charles N. Loveland, Wilkes-Barre's strongest player; W.V. Johnson, who is said to be one of the best of Princeton college's players; J. H. Brooks, A. E. Hunt, James Blair and A. G. Hunt representing the Scranton Lawn club; and H. Torrance, Jr., N. L. Moon, Charles Orchard and Max Lathrope representing the Carbondale club. / The outcome of the matches this year cannot be even guessed. Many of the players are entire strangers to each other and to their playing abilities, but it is known that some of the contestants wield a fine racquet and that those who see the games will witness the finest tennis ever 'put up' hereabouts. / The drawing of players for the preliminary matches tomorrow took place this afternoon, and in the first matches the following named gentlemen will be pitted against each other in singles: R. E. Sands, of Hawley against A. P. Thompson of Honesdale; H. J. Atkinson of Hawley against N. L. Moon, of Carbondale; W. V. Johnson of Princeton against C. Orchard of Carbondale; H. Torrance Jr., against C. Allen of Scranton; E. S. Sanderson against L.M. Atkinson of Hawley; Thomas Trask of Scranton against E. F. Torrey of Brooklyn. C. N. Loveland of Wilkes-Barre and George Weston of Honesdale drew 'byes,' which means that they will play winners of the preliminaries. / In the doubles Brooks and Hunt will play Torrey and Thompson; Blair and Hunt, will play Moon and Torrance; Sanderson and Trask, and Orchard and Max Lathrope drew 'byes.' / The play will begin early in the afternoon and there will be many spectators from nearly all the towns in this section which have tennis clubs." *(Carbondale Leader,* August 31, 1892, p. 4)



Carbondale Tennis Club. Photograph by the Carbondale photographer, Pierce, in the Gritman Collection of the Carbondale Historical Society. Left to right. Standing: Lillie Baker, Ann MacMillan, Will Lathrope, Lizzie Orchard, Frank Burr. Middle row: Charley Orchard, unidentified, Will Gritman, Nettie MacMilllan, Nick Moon. Lower row: Dr. Meaker, Hattie Pascoe, Fannie Raynor, Mrs. Hoyt.

0913

Excursions to Farview, 1893

Fourth of July at Farview Park:

"THE FOURTH AT FARVIEW. / Between 3,500 and 4,000 People on the Grounds—The Games. / There were between 3,500 and 4,000 persons on the grounds at Farview yesterday. Among those present were many from Honesdale. The weather was delightful and the day was enjoyed by all, not an accident occurring to mar the pleasure. Bauer's Band gave a concert in the pavilion at 1 o'clock. The games were a decided success and will be repeated next year." (clipping in Gritman scrapbook, Carbondale Newspaper, July 5, 1893)

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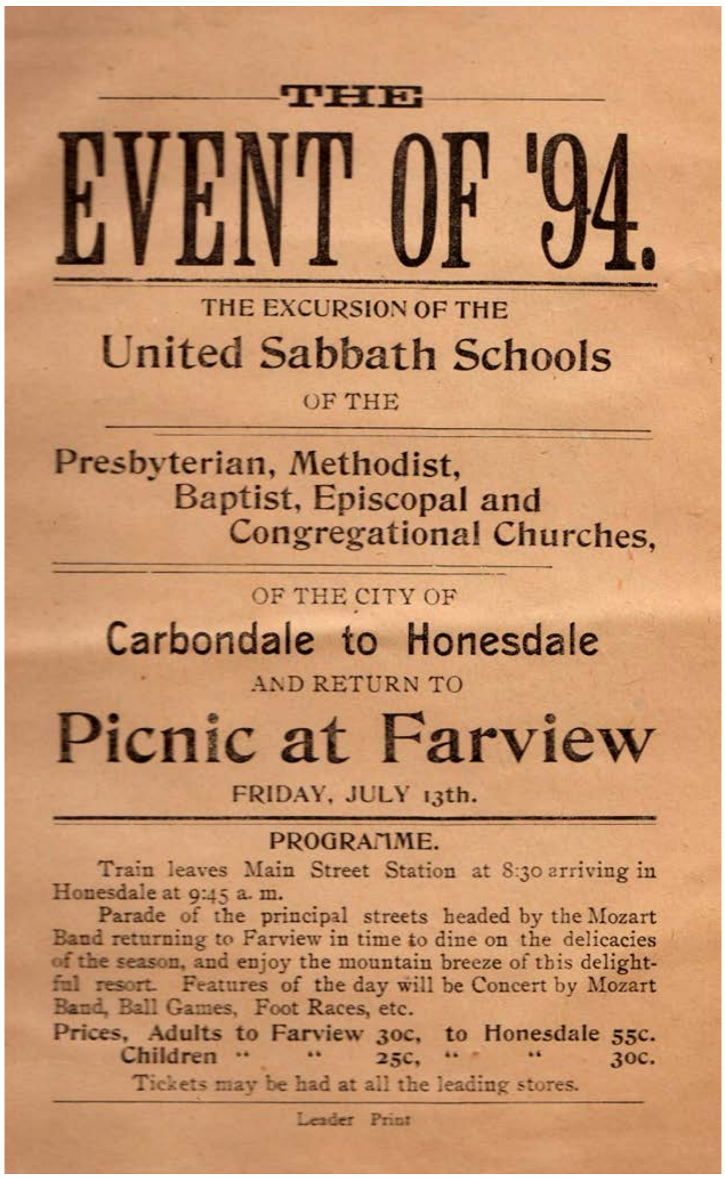
Excursions to Farview, 1894

In June 1894, at the height of Farview's popularity as a mountain top resort, the following article of praise about "Carbondale's Beautiful Park on the Mountain Top" was published in the *Carbondale Leader:*

"DELIGHTS OF A TRIP TO FARVIEW. / Carbondale's Beautiful Park on the Mountain Top—Description of the Ride. / Farview is Carbondale's glorious park. It contains 600 acres not a foot of which belongs to the city and not a cent of expense has it been to Carbondale but still we claim it as it is only four miles away, and for our people it serves every purpose of a park. Half the pleasure of Farview lies in the ride there and back. / On a warm summer day you take a Gravity open car at the head of Main street. Up the plane you go propelled by an unseen power. When you start the air is warm and sultry but by the rapid motion you enjoy a delicious coolness. You ascend plane after plane until eight have been passed and you are on the summit of the Moosic mountains. Every plane you have passed you have felt it grow cooler until a light over coat or wrap is not uncomfortable. You have made an ascent of 929 feet. / You leave the cars at the picnic grounds and start out for enjoyment. If you wish to see Farview go alone. You will find beautiful driveways leading from the station up the mountain in various directions. The soil at Farview is red gravel and there are about ten miles of these driveways beautifully shaded and as fine as an asphalt pavement. / Farview, as we have said before contains more than 600 acres, about thirty of which have been improved as a picnic ground. The timber is mostly of about ten years growth with here and there some monarch pine or huge oak that has escaped the woodman's axe. The underbrush has been cut away and the trees so thinned as to enable one to go every where with ease. / There are more than 20 buildings on the grounds the largest of which is the pavilion 175 feet long by 35 feet wide, but built with four wings. There are swings, rustic seats, tennis courts, foot ball and base ball grounds, shaded walks, open vistas, and everything which can delight the seekers for comfort and pleasure. There are no better furnished picnic grounds anywhere. / The water for the grounds is from a large spring as transparent as the fabled Helicon. The water is conducted to various places in the grounds by pipes. / There are two observatories at Farview. The upper and higher one is 2,300 feet above the sea level. The view is magnificent. From the summit you can see more than twenty cities and villages among which are Carbondale and Scranton. Lakes are seen stretching out clearly and shimmering in the light like the sunlit waves of a silver sea. Other lakes are nestled among hills or behind forests and only little patches of their surface glimmer on the sight. It is said that 17 lakes are visible from the summit. / The view here as well as on the ocean or prairie is very deceptive. While we are on the highest picnic grounds in the state we seem to be on the summit of a hillock in the center of some mighty extinct crater. The sides in every direction seem to slope upward and the serrated horizon is but the rim of this vast bowl. On the northern edge of the rim is a tooth a little larger than the rest and this is Elk Hill, the highest point in the state. / Farm houses appear here and there amid fields and forests, or along the banks of some winding stream. With a good glass you can see the men at their toil. How pigmy they seem and how unconscious they are of our gaze. So He who sits on the throne of the universe looks down on us as we act our part in life's little drama, and

how small we must appear. / Away to the east can be seen the Catskills, 85 miles distant. Cities and towns lie between but they are hidden from view. The tragedies that are there being enacted are many but we know nothing of them. The grimy toilers in workshop and factory are to us all behind the curtain. All we catch is the wondrous beauty of the scene." (Gritman scrapbook, *Carbondale Leader*, June 28, 1894)

"The event of '94," the excursion of the United Sabbath Schools of the Presbyterian, Methodist, Baptist, Episcopal, and Congregational Churches of the City of Carbondale to Honesdale and return to picnic at Farview took place on July 13. Given below is a printed flyer about this event. This flyer is pasted into one of the Gritman scrapbooks in the collection of the Carbondale Historical Society.



THE

EVENT OF '94.

THE EXCURSION OF THE

United Sabbath Schools

OF THE

Presbyterian, Methodist,
Baptist, Episcopal and
Congregational Churches,

OF THE CITY OF

Carbondale to Honesdale

AND RETURN TO

Picnic at Farview

FRIDAY, JULY 13th.

PROGRAMME.

Train leaves Main Street Station at 8:30 arriving in Honesdale at 9:45 a. m.

Parade of the principal streets headed by the Mozart Band returning to Farview in time to dine on the delicacies of the season, and enjoy the mountain breeze of this delightful resort. Features of the day will be Concert by Mozart Band, Ball Games, Foot Races, etc.

Prices, Adults to Farview 30c, to Honesdale 55c.
Children " " 25c, " " 30c.

Tickets may be had at all the leading stores.

Leader Print

Four thousand persons took the Gravity Railroad to Farview on July 4, 1894. This was not an excursion organized by any particular group. These 4,000 persons all decided that they wished to celebrate America's birthday with a trip to the D&H mountain top resort on the Moosic Mountain. This was the largest crowd of the 1894 season and one of the largest in the history of the park. The following account was published in the *Carbondale Leader* on the following day:

“AT FARVIEW. / Four Thousand People on the Mountain Top. / Band Music, Dancing, Outdoor Sports and Other Features That Kept the Big Crowd Interested and Happy. / The supposition was that the great centres of attraction for this section on the Fourth of July would be Scranton, Wilkes-Barre, Lake Ariel, where celebrations of great magnitude had been planned, and that Farview which has been visited by nearly every person within a radius of 100 miles, would not be very largely attended. However, this was not the case for the mountain resort proved as much of a magnet as ever. There were no great attractions there, either. The games were not conducted on nearly as large a scale as those of a year ago and this fact shows that the place is exceedingly popular with the people. The largest crowd of the season and one of the largest in the history of the resort was on the grounds yesterday. Several hundred people left Wilkes-Barre and before the excursion train reached Scranton more cars had to be sent for. Nine hundred persons left the Electric city in the morning and with those who left later and the Carbondale and Honesdale contingents, the crowd was made to number about 4,000 persons. And one of the most remarkable features of that vast gathering is that not a single intoxicated individual was seen. Of course there were no intoxicants sold there but on such occasions there are naturally enough pocket flasks containing liquor to steal away the senses of many. / At eleven o’clock Bauer’s band reached this city and played a couple of pleasing selections before ascending the mountain. / **Notes. /** In many of the cars which brought home the 4,000 people who visited Farview yesterday, men, women and children were packed in like sheep. / Among the enormous crowd who went up to the mountain resort were some who evidently had not been there before or even have heard of the famous Shepherd’s crook. An individual on one of the trains was heard to say to his companion as the cars neared the curve so that a good view of the lower track could be had: ‘What road is that which runs so closely down there?’ / While there was little fault finding with yesterday’s weather, it is safe to say that those who occupied the uncovered cars of the train which arrived in this city at seven o’clock did some complaining as the rain poured upon them at different times coming down the mountain. / By the postal telegraph line which runs along the wagon road opposite No. 4 pond from the gravity some Farview visitors were led to believe that there was another railroad there. Some of yesterday’s gathering must have thought the mountain pretty well cut up with various railroad systems. . . **Big Fourth of July Business** / Among the [Carbondale] corporations who reaped a rich harvest on Fourth of July traffic is the Carbondale Traction company. One car carried fourteen hundred passengers. There were six cars in use on the road and as there is no reason why one car should carry, on an average, more than another the aggregate of persons would be in the neighborhood of 8,400. A pretty good day’s work, swelling the receipts to $420.”*(Carbondale Leader,* July 5, 1894)

The Fifteenth Annual Seven County Civil War Veterans Reunion took place on August 15, 1894, at Farview Park. Here is the account of this "Monster Gathering" that was published in the Carbondale Leader on the day following the reunion:

"PATRIOTISM THE KEY NOTE / Of the Monster Gathering at Farview Yesterday. / WHAT WAS SAID AND DONE / A Delicious Dinner Served to Invited Guests, Followed by Speeches by Homer Greene Esq., Judges Archbald and Edwards, W. D. Painter, Esq., Capt. Alfred Darte, Col. C. K. Campbell and Others—The Reunion Will be at Montrose Next Year—Capt. H. F. Beardsley Elected President—A Storm Comes Up—Notes of a Most Enjoyable Day. / By far the most enjoyable, best attended and most elaborately arranged reunion of the Seven County Veteran association was that held at Farview and in this city yesterday. Never had such open-hearted hospitality been shown on any former occasion and never had such generous care been taken of its guests as was shown at every point in yesterday's big event. To the local committees under whose charge the reunion was conducted all praise is due. Nothing was left undone. The success of the day and evening was a stupendous affair. The fifteenth annual reunion just passed



FRANK HOLLENBECK, PRESIDENT.

will stand out as a red letter day as long as the organization shall exist. Special mention should be made of the untiring efforts of president Hollenback, vice president Turner, and commander chase in the interest of the cause. Their constant thought and action made it what it was and to the most free-handed financial aid extended is due the exceptionally brilliant entertainment afforded the speakers of the day and other prominent personages present. The reunion will never be excelled, no matter in what city it may be held and the name that Carbondale has made for itself through the instrumentality of these gentlemen is a proud one. All honor to the public spirited men who have given of their time, talents and money to yesterday's celebration. It is safe to say that their names will always be familiar ones to the many who enjoyed their hospitality

yesterday. / The city responded nobly to the call for aid by putting on a garb pretty and appropriate. The response was ready and general. As a progressive town we have made an established reputation and one over which we have every reason to be gratified. / AT FARVIEW YESTERDAY. / The scene at Farview yesterday afternoon was a brilliant one. The extensive grounds were filled almost to their capacity. Hosts of battle-scarred veterans in their regulation suit of blue were on every hand and with their flags and banners gave the distinctive feature of the day. But there were thousands of men and maidens who have come upon the stage since the close of the dark days of '61-65 and they helped to round out the picture. The spirit pervading the entire assemblage and making all interests common was that of patriotism and this made the day an inspiring one. / The preparations made by the local posts for the entertainment of their guests—numerous as they were—were adequate in every direction. There was an abundance and it was a revelation to some to see the wholesale way in which things were done. A long line of little flags had been strung from the depot to the picnic grounds. At the crest of the hill was a large banner stretched across the pathways bearing the inscription 'Welcome Comrades' and these words were never more fully made manifest than yesterday. / As the posts from the different sections arrived they formed headquarters at different points of vantage on the grounds and the exchange of hearty handshakes and greetings in the style that only those who



J. C. TURNER, VICE PRESIDENT.

have suffered and bled together can give was begun. There were decorations on every side while two bands, a veteran drum corps and the famous Mozart orchestra furnished an abundance of music for all. The opening of baskets was at once entered upon and this revealed a plentitude of delicacies of life which spread out on the long tables made a very tempting array. Foraging upon the refreshments stands and big oven where clams were baked was soon commenced and then the sum of happiness was complete. / A DELICIOUS DINNER. / At one of the high points of

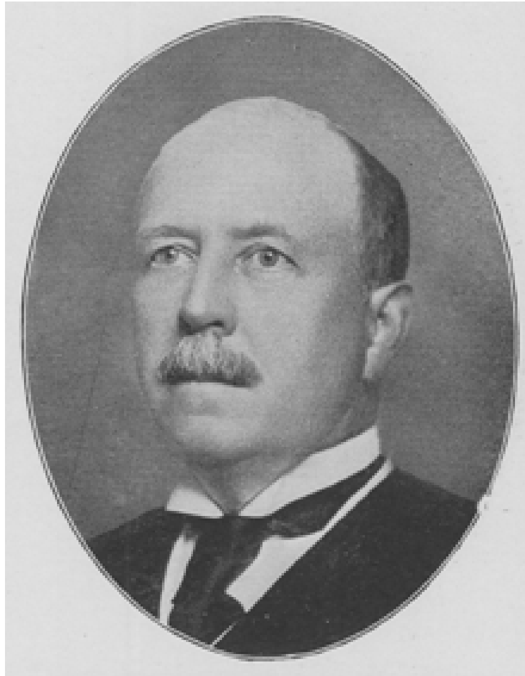
ground overlooking the main pavilion a space had been roped off and here the speakers and a few invited guests were banqueted in royal style. Fully a hundred partook of the spread and it was the unanimous expression that it was the unanimous expression that it was one of the most delicious meals to which they had ever sat down. The piece de resistance, or rather pieces, for there were eleven of them, was roast young pig. There they reclined on long platters at different points on the table, done to a turn and each holding in its mouth a yellow skinned lemon. That they were devoured with gusto goes without saying. The sixty spring chickens had been roasted and for salads there were mammoth dishes of chicken salad, cabbage salad and potato salad. Cold ham, pickled beets, pickled beans, pork and beans, a half dozen varieties of cakes, oranges, bananas and coffee satisfied everybody 'to their heart's content.' A corps of ladies assisted in serving the refreshments and their ability and kind attention brought them many compliments. / THE SPEECH MAKING. / Although the committee had been disappointed in a number of prominent men whom they had expected to have address the assemblage yet the vacancies were filled by local orators in a most delightful manner. One and all were most pleasurable addresses containing the ring that struck the hearts of the listening multitude, and clothed in the choicest rhetoric. It was a feast of reason listened to with the greatest attention and avidity by all. / THE BUSINESS SESSION. / At the close of this program the business meeting was entered upon. Montrose and Wilkes-Barre were suggested as places for holding the next reunion but it was decided in favor of the former. Captain H. F. Beardsley of Montrose was then elected president of the association for the coming year and Major J. B. Fish of Providence, captain, William Davis of Plymouth, Hon. B. M. Peck of Towanda and captain H. H. Tyler of Broome vice presidents. / At this time a heavy shower came up and many who were unable to secure shelter were thoroughly drenched. Among others who were noticed on the grounds during the day were: From Scranton, Messrs. D. M. Jones, J. R. Jones, Pryor, Coburn, Lowry, Watson, Gardner, Dickson, Holgate and Beck. / Wilkes-Barre: Messrs. Darte, Parker, McKnight, Clark, Parsons. /Pittston: Messrs. Law, Richards and Campbell. / Binghamton: Messrs. True dell, Sherman, Hill, Snell, Abbott, Carver and Hatching. / Honesdale: Messrs. Harden burgh, Curtis, Birdcall, Dorland, Lord, Keen, Carr and Hager. / MINOR MENTION. / There was a lively little 'scrap' at the union depot last evening between one of the visiting veteran soldiers and a well known young man about town but neither were badly injured. / Not a single arrest was for drunkenness yesterday is a record that seldom attends such large gatherings and speaks well for the class of people who spent yesterday at Farview. / The railroad accommodations were of the best yesterday considering the immense crowds to be handled. Everything went smoothly and many compliments were showered upon the management of the Gravity road for the speedy yet safe manner in which the multitude was moved. / The display of bunting on the city hall yesterday was one of the noticeable and particularly pleasant features of the day. During the evening the building was handsomely illuminated by a half hundred Chinese lanterns and the effect was brilliant. Without this illumination the spot would have been one of uninviting darkness. As the neighborhood of the building was the centre of all interest last night the placing of these lanterns was a great stroke of enterprise. The Scranton Times says: 'The city hall was gaily decorated

with flags and bunting and Chinese lanterns hung near every window. Last evening the candles in the lanterns were lighted and the municipal building looked pretty with the illumination. / The headquarter of the Union Prisoners of War association; was one of the points of interest on the grounds. / The brass cannon brought by Cunningham post of Wilkes-Barre to the scene was a landscape feature that received much attention." (Gritman scrapbook, clipping dated Thursday, August 16, 1894)

A band concert by the Mozart Band ("The crowd that attended last night's excellent band concert and participated in the reception was one of the largest ever seen on our streets."), public reception, and banquet for the speakers and others (over 100 persons) at the fifteenth annual Seven-County Veterans' Reunion was held at the Hotel Anthracite in the evening of the same day.

"100 GUESTS BANQUETED / At Hotel Anthracite Last Night by G. A. R. Veterans / DISTINGUISHED MEN THERE./ Several Hours Delightfully Spent Enjoying the Hospitality of the Veterans—There Was Much Food for Body and Mind" (clipping, with line engraving of Judge Archbald, son of Carbondale's first mayor, James Archibald, in Gritman scrapbook). Judge Archbald was born and grew up in Carbondale. In his remarks, Judge Archbald said: "One peculiarity of Carbondalians is that they retain their attachment for Carbondale. Scranton is a peculiar city. It is populated with aboriginal people. Not many were born there. They came in from outside. We have colonies from Wayne and Susquehanna counties, from Connecticut and from Towanda and many other places, and we have a very strong colony from Carbondale and I am proud to be numbered in that colony. There is no rivalry between this city [Carbondale] and Scranton as there is between Scranton and Wilkes-Barre. You look up to Scranton, I suppose, and Scranton looks back to you—I won't say down. Progress—yes, you have made wonderful progress, and what I regret is that it has been largely made since I left the city,' said the judge jokingly. . ."

Given here is the photograph of Jude Robert Wodrow Archbald that is given on page 62 of Stoddard's 1906 *Prominent Men*. Therein, on page xvi, is the following information about Judge Archbald: "Born Carbondale, Pa., Sept. 10, 1848. Educated Flushing Institute, Flushing, L. I., and Yale College. Married Elizabeth B. Cannon, Jan. 21, 1875. United States District Judge Middle District of Pennsylvania."



ROBERT WODROW ARCHBALD

Up to August 15th, forty thousand more people visited Farview Park in 1894 than visited the park in 1893. This we learn from a clipping from a newspaper published a day or two after the August 15, 1894 Veterans' outing; clipping in a Gritman scrapbook immediately after the Veterans' clippings.

"Farview's Business. / Wednesday's big crowd at Farview [the Seven County Veterans' Association outing to Farview on Wednesday, August 15, 1894] has brought up the subject of the enormous business done at that place this year. It is stated that over 40,000 more people have visited Farview up to the same time last season. The only remaining dates open in August are Tuesday, August 28, and Friday, August 31. The only dates taken in September 1, 3 and 12."

Additional notes on the Veterans' reunion that took place on August 15, 1894, at Farview which were also published in the *Carbondale Leader* of August 16, 1894:

At the G. A. R. veterans' banquet at the Hotel Anthracite in the evening of August 15, where 100 guests banqueted, many toasts were offered. "Judge Edwards in his brief toast Wednesday evening referred to the Anthracite [Hotel] as 'this dream of a hotel." "There is nothing like it in Scranton,"' he said, "but, of course, there will be when the proposed structure at Spruce street and Wyoming avenue [Hotel Jermyn] reaches completion."

In the *Honesdale Independent* of August 16 it is noted: "It took seven men half a day at Carbondale to count the money taken in from the stands at Farview. This does not represent the entire income of the day as a commission will be received from the various railroads on all the

tickets sold. After all expenses are paid the money will be divided equally with the Jermyn, Carbondale, Waymart and Honesdale Grand Army of the Republic posts. The aggregate amount is not yet known. At the cigar, soda and lemonade stands $275 were taken in; at the beer stand nearly $1,000; about 146 gallons of ice cream were sold. The amount realized at lunch stands is not yet known. / Mrs. Dilts, of Carbondale, received a severe gash in the back of her right hand from a carving knife. It bled profusely and she came very near fainting. She was one of the ladies in company with Mrs. Hollenback, Mrs. I. H. Ball and Mrs. C. E. Baker who had charge of the barbecue. / Carbondale polished up the handles on her front doors, put on her best bib and tucker and screwed up her face to smile on Gov. McKinley but the old gentleman jilted her and she no doubt felt as though she would like to comb his head with a three-legged stool. In the evening, home talent, unassisted by the expected distinguished guest of Ohio, toasted and tasted of the elaborate banquet at Hotel Anthracite. It is said to have been fit for a king."

And then on Labor Day, 1894, "over sixty car loads of happy humanity" went up the Gravity planes to Farview Park for the day. This was one of the largest excursions of the 1894 season. A special feature of the day was an ox roast. "A. H. Hicks of this city [Carbondale] had charge of the roast and he prepared the animal to the Queen's taste."

1894: **"THE MOZART'S BIG OX-ROAST. /** Yesterday was an ideal day for an outing and the fact that the National labor holiday was being observed and the Mozart band roasting an ox at Farview was sufficient to draw a big crowd to the Moosics. The excursionists began to leave the city early and by 1:30 o'clock over sixty car loads of happy humanity had been whirled over the Gravity planes. The number was swelled by a goodly contingent from the other side of the mountain and when all had assembled the grounds at Farview presented a very animated appearance. / The patrons of the band made up one of the largest crowds that have visited that resort this season and the event was a most successful one in every particular. A delightful open air concert was rendered by the band during the afternoon and dancing in the pavilion was kept up till the last car started on its trip down the mountain. / The much advertised ox roast was one of the interesting events of the day and this proved an even more taking feature than had been anticipated. The fires were started beneath the oven at five o'clock on Sunday evening and from that time on till 10 p. m. there was a crowd of curious onlookers surrounding the scene of operations. A. H. Hicks of this city had charge of the roast and he prepared the animal to the Queen's taste. The ox had been especially selected by R. Edwards the Salem avenue butcher and a very choice article of meat it proved to be. / Residents of the surrounding country began to arrive at the park as early as eight o'clock in order to see the final processes of preparing the carcass for the table. At eleven o'clock Mr. Hicks declared the animal was 'done and ready' and soon after the hungry mortals were given a taste of what proved a delicious roast. The gentlemen in charge certainly showed their ability in preparing a barbecue as the ox had been well cooked and seasoned. The juicy steaks disappeared rapidly but the fore quarters of the animal were

reserved for late comers that all might have a taste. / The band were under heavy expense yesterday in providing this attraction free and in furnishing open air concerts in adjacent towns. Consequently their profits from the day will not be large—but they entertained their guests handsomely and it is safe to say that their next event will see no falling off in attendance." *(Carbondale Leader,* September 4, 1894)

Tennis at Farview Park. August-September, 1894. The Delaware and Hudson Championship Cup. Here are four tennis articles about the Sixth Annual Tennis Tournament, hosted by the Carbondale Tennis Club, Farview. These four articles are pasted into one of the Gritman scrapbooks, in the sequence in which they are given below, in one of the Gritman scrapbooks in the collection of the Carbondale Historical Society.

The first of four tennis clippings in one of the Gritman scrapbooks:

"SIXTH ANNUAL TOURNEY / Friday, August 17, 1894 / TENNIS AT FARVIEW. / Last Night's Drawings for Today's Play at the Nets. / The drawings for today's tennis tournament took place last night and resulted as follows: Singles, lieutenant R. P. Davies, captain; W. L. Fisk, F. C. Fuller, and L. Sadler, byes; N. L. Moon and M. D. Lathrop preliminary round; N. R. Johnson, C. Orchard and W. J. Sadler, byes. In the doubles Davies and Fisk, and Johnson and Fuller drew byes. The Sadler brothers play Torrance and Moon in the preliminary round. Orchard and Lathrop drew a bye. / Captain Fish and lieutenant Davies arrived in the city last evening as did Henry Torrance Jr., holder of the championship cup. The members of the club with a large number of friends left for Farview at 11 a.m. Refreshments were served on the grounds and the play was begun at one o'clock."

Clipping given immediately below the above clipping:

"TENNIS EXPERTS CONTEST FOR HONORS AT FARVIEW PARK. / WEST POINT MEN NOT IN IT. / Scranton Men Carry Off the Honors of the Day—Johnson and Fuller Defeat Davis and Fisk—Johnson Will Battle With Torrance, the Cup Defender. / Conditions were reversed at Farview yesterday. Instead of blue coats and brass buttons there were duck trousers and tennis rackets. The day was bright and pleasant although a chill west wind was blowing. The beginning of the sixth annual tournament of the Carbondale tennis club saw a more meagre attendance than usual and a list of entries for the different events that was scarcely as extensive as on former occasions. But those who were present were treated to some excellent exhibitions of tennis playing. Many of the familiar faces of the Scranton lovers of the game were missing. / Much of the interest in yesterday's game centered in the playing of the West Point contestants captain Fisk, and lieutenant Davis, U.S.A. These gentlemen in both singles and doubles played with a skill and grace that brought many compliments and it was the general opinion for some time that they would be among the contestants in the final matches.

However the Scranton contingent put up such a strong game that all other players against whom they were pitted went down before them—with the result that first and second prizes in singles went to that city. / After lunch had been served by the ladies of the club the matches were commenced and the excitement was intense at times till five o'clock. The tournament opened with preliminary singles between Moon and M. D. Lathrope, won by Moon--6-1, 2-6, 6-1. Lieutenant R. P. Davies, of West Point, defeated Orchard, 6-1, 6-1, 6-1. Wilbur F. Sadler and Louis Sadler had both entered the tournament, but on account of absence from the city their events went by default. W. F. Sadler defaulted to captain W. L. Fisk, of West Point, and L. Sadler to Fuller, of Scranton. / In the doubles, after a very hard and well played game, Johnson and Fuller defeated Davis and Fisk, 6-5, 2-6, 6-3. The Sadler brothers defaulted to Torrance and Moon, what later defeated Orchard and Lathrop, 6-1, 6-1. / In the singles semi-finals, Davis and Fuller played a most exciting game, several of the plays being almost phenomenal. Davis at first seemed to have the best of it, but by hard and steady playing Fuller won by a score of 5-6, 6-5, 6-4. Johnson in singles also defeated Moon 6-0, 6-4, and in the semi-finals defeated Fisk 6-2, 6-0. / Fuller defaulted to Johnson thus giving the latter first prize in singles while Fuller will receive the second. As the winner of the tournament Johnson this afternoon meets Torrance in the match for the Delaware & Hudson championship cup. The finals in doubles between Johnson and Fuller of Scranton and Torrance and Moon of this city will be decided."

Tennis clipping dated Saturday, August 18, 1894:

"SCOOPED BY SCRANTON. /DOWN THE VALLEY PLAYERS TAKE ALL THE PRIZES / IN TENNIS AT FARVIEW. / Johnson and Fuller Defeat Torrance and Moon in the Final Doubles and Johnson Again Takes the D&H Challenge Cup—Notes of the Day. / Carbondale received a crushing defeat at Farview yesterday, the county seat players taking all the prizes in the sixth annual tournament of the local tennis club. Last year the honors fell to this city but in the present case Scranton has covered herself with glory. / The day was an ideal one and the interest in the matches drew out a goodly attendance. Play was commenced shortly after two o'clock and although continued almost uninterruptedly the matches were not finished till 6:30. The results were as follows: / Final doubles—Johnson-Fuller vs. Torrance-Moon, 2-6, 3-6, 9-7, 6-3, 6-1. /Challenge cup—Johnson vs. Torrance 7-5, 6-2, 4-6, 6-1. / The third set of doubles was very exciting as the score shows. With two sets possessed by the Carbondalians the Scranton men only secured a foot-hold toward victory by capturing the third set. 'vantage 9-7. The fourth set was well contested, but the final was won easily. / The contests throughout were exciting and admirably played. In each instance Carbondale took the lead but was unable to hold it. This is partly owing to lack of practice this year on the part of the local players. The Delaware & Hudson challenge cup goes to Scranton for the second time, Johnson having won it in '92. Should he succeed in retaining it next year the cup becomes his individual property. / Captain Fish and Lieut. Davis, U.S.A. of West Point who entered the tournament were greatly pleased with the reception they received in this city. Lieut. Davis who is a professor of chemistry at West Point Military academy said in leaving this morning that one of the new instructors at that institution was an expert tennis player and that they would enter our tournament again next year."

Tennis clipping dated Wednesday, September 12, 1894:

"TORRANCE THE WINNER / HE TAKES FIRST PRIZE IN THE SCRANTON TOURNEY. / PLAYED BRILLIANT TENNIS. / Johnson, Scranton's Crack Player, Defeated in Two Straight Sets—Torrance and Moon Lose the First Prize in Doubles—The Scores. / Carbondale and Scranton split even in the tennis tournament of the Scranton Lawn club which terminated yesterday afternoon on the Scranton grounds. Torrance and Moon, of this city, lost the first prize in doubles, but Torrance won a signal and brilliant victory over Johnson, Scranton's crack player and took the first prize in singles. / The matches yesterday which were the last of the four days' play, were watched with keen interest by a large crowd of spectators among whom were a number from Carbondale. When the match between Torrance and Fuller—the semi-finals, the winner to play Fuller, the runner-up for the championship, there was intense excitement. It has been declared in today's Scranton papers that Johnson was not well, but those who watched his fine play during the tournament failed to see any evidences of poor health or weakness. Another excuse offered by a public-spirited Scranton paper is that he broke 'his racquet,' an absurd explanation, for Johnson has any number of good racquets and can play his game with any of them. / The fact of the matter is that Torrance played a remarkable brilliant game. Though he had not played hard during four days he was in the pink of condition, and the endurance and skill he displayed yesterday deserved more generous applause than he got from the spectators who rather boisterously 'rooted' for their favorite and failed to give just praise to the Carbondale player's many brilliant strokes. / The first set was anybody's match to the end, but Torrance won it finally by steady play. The second set proved a walkaway for Carbondale's crack. At one time the score stood 4 to Johnson's 0; at another time 5 to Johnson's 2; Johnson won the next game but Torrance by a series of fine plays clinched his victory with the sixth and deciding game. / Having defeated Johnson, the prize for singles was a foregone conclusion, for Fuller who was to play Torrance is not at all in the latter's class, and the result of the match demonstrated that fact. It proved the easiest kind of a victory for the Carbondale man, who completely outclassed his opponent. / The summaries are as follows: / SINGLES. / Semi-finals—Torrance-Johnson--7-5, 6-3; F. Fuller-Blair--6-4, 6-2. / Final—Torrance-F. Fuller--6-1, 6-2, 6-1. / DOUBLES. / Finals—Johnson and Fuller—Torrance and Moon--6-1, 6-2, 6-3. / The Carbondale players were handicapped by the arrangement of the courts to which they were unused. On one the western sun blinded them on one side, and on the other court they had to face the glare from a brightly painted building which served as a reflector to the sun. / The result of this tournament is the same as two years ago when Carbondale lost at Farview and won later at Scranton."

0915

Excursions to Farview, 1895

The D&H sold 1,200 excursion tickets to Farview for the combined Carbondale Sunday-schools outing on July 30, 1895. In spite of the heavy rain in the morning, the picnic was a solid success.

"1,200 ATTENDED. / The Union Picnic a Success in Spite of the Rain. / The picnic held at Farview yesterday under the auspices of the combined Sunday schools of the city was a success in every sense of the word, in spite of the inauspicious weather. Although it was raining hard in the morning many people wended their way to the station and went up to the beautiful mountain resort. At 1 o'clock it cleared off nicely and a large crowd went up the planes on the 130 and 3 o'clock trains. About 1,200 tickets were sold which will bring a neat sum to the Sunday schools. There were many attractions on the grounds, several fine tennis games being played, while the Mozart band favored the people with several of their best selections. The game of baseball which was to come off, between the Presbyterian Sunday school and a nine from the other combined schools did not materialize as the grounds were too wet to play on." (clipping in a Gritman scrapbook, dated Wednesday, July 31, 1895)

0916
Excursions to Farview, 1896

Fourth of July at Farview:

"AT FARVIEW. A Big Crowd and Happy Time—The Ball Game. Farview drew a large crowd of people from Honesdale, Carbondale and other towns in the vicinity on Saturday [July 4]. There was dancing, concerts by the Mozart band, baseball and other amusements, and the only thing to mar a delightful day for the excursionists was a heavy shower that wet a good many of them." *(Carbondale Leader*, July 6, 1896)

0917
Excursions to Farview, 1897

On June 22, 1897, the United British American Societies of Northeastern Pennsylvania hosted an excursion to Farview to commemorate the Diamond Jubilee of Queen Victoria. Seven thousand people assembled in Farview Park to join in the festivities.

"GREAT DAY AT FARVIEW / Beautiful Weather and Many Excellent Attractions Offered to the 7,000 Excursionists. / Yesterday brought most beautiful weather for the Queen's jubilee celebration, and consequently about 7,000 people assembled at Farview park to join in the festivities. The excursion conducted by the United British American Societies of Northeastern Pennsylvania brought to the park without a doubt the largest aggregation that has assembled at the place for many years. / Alexander's band from Wilkes-Barre furnished the music for the dancing contingent, but were accompanied by Bauer's band, which arrived in the afternoon from Easton. / The exercises of the day were opened with the chorus 'My Country 'Tis of Thee,' by the Queen's jubilee choir from Wilkes-Barre, under the direction of Gwyln W. Amos, who is also director of the Arions of Wilkes-Barre. A selection was then given by the combined bands of Alexander and Bauer. / ORATION OF THE DAY. / Owing to the absence of A. J. Colborn, Esq., Thomas C. Parker of Wilkes-Barre made the oration of the day in a masterly manner; this was followed by a selection from the bands, then the judges were called upon to decide the prize which was offered to the mother presenting the most beautiful twins. Mrs. Joseph Steward of Dunmore received the first prize while Mrs. E. W. Eishelman of Scranton was awarded the second on a very close decision. A selection, 'Pennsylvania,' was then given by the combined bands, after which the prize for the mother of the largest family which was represented at the

excursion was awarded to Mrs. David W. Davis of Taylor, who could boast of thirteen offsprings. / A medley was then given by the orchestra consisting of English, Scotch, Welsh and Irish airs. The choir then sang 'God Save the Queen, after which Mr. and Mrs. Park of Brooklyn; were declared winners of the silk dress, Dunmow Fitch contest, which was followed by Mr. and Mrs. David Miller of Dunmore for the second prize, who received a 'flitch of bacon.' The choir then sang 'Columbia the Home of the Free,' written by George Conway and sung to the tune of the old Welsh air, 'Hen Wlad fy Nhadan." The musical program was then completed by the rendition of the 'Men of Harleck.' / ATHLETIC EVENTS. / The first athletic event was a game of ball between the Central City team of Scranton and the McClellan's of Providence. The battery for the former was Posner and Laugher and for the latter Duffy and Kellet. Harry Hopewell was the happy umpire and the game was given to the Central City's by a score of 5 to 3. The two mile bicycle race was next in order and those who entered were G. A. DeWitt, Wilkes-Barre; John Webber, of Pittston; Van Vaulkenburger, of Pittston and Thompson of West Pittston. The prize which was a gold medal, was captured by G. A. DeWitt, and the second prize, a silver medal, was given to Webber of Pittston. / The one lap foot race for boys under twelve years of age was contested by several fleet footed youngsters of Scranton. The first prize was $1.50, and was captured by William Poad, while Wright Campbell secured $1 as second best. The 100-yards dash, for which a diamond pin was the coveted object, was given to Bert Steil of Scranton and A. J. Ayers of Rendham was awarded a Dunlap hat as a second prize. The prize in the tug of war was contested for by three teams which were selected the crowd. The first prize was $10 and the second $5. The last athletic event was the three-mile bicycle race, and this prize, which was a diamond pin, was also won by G. A. DeWitt of Wilkes-Barre. The second prize, which was a bicycle suit, was given to Van Vaulkenburg of Pittston. The few prizes which remain to be awarded, will have to wait for a few days until all the committees can meet in a body. However, the beauty prize offered by the transportation department of the Delaware & Hudson will be given out this evening from Hotel Jermyn in Scranton. This concluded the exercises at the park and every one seemed to be delighted with the day's outing." (clipping in Gritman scrapbook dated Wednesday, June 23, 1897).

Tragically, Edward Vannan was instantly killed on June 22nd when he fell under a Gravity excursion car as he was attempting to jump on a moving Gravity excursion car returning to Carbondale at the conclusion of the United British outing at Farview. The tragic accident took place at a point nearly opposite No. 4 pond, nearly two miles from Farview.

"Edward Vannan, While Returning From Farview Was Instantly Killed on the Gravity Railroad Last Evening. / A terrible ending of a day of enjoyment and pleasure was that which befell Edward Vannan the youngest son of Mr. and Mrs. James Vannan, of Canaan street. He had gone to Farview and was returning to this city when he fell beneath the gravity cars and was almost instantly killed. His body was nearly severed and both of his arms were cut off between the

elbow and shoulders. / The awful accident occurred at a point nearly opposite No. 4 pond and nearly two miles from Farview. Those who witnessed the horrible affair were almost panic stricken and the screams of the women and children could be heard for a long distance. / An eye witness in conversation with a LEADER representative this morning stated that he was on the car that was the first to run over the unfortunate young man. The first thing he saw was a man making an effort to jump on the step of the car and the same instant he saw that his hands failed to catch the corner post of the car and the result was he fell headlong to the track and in an instant the first truck had passed over his body. / Deceased was born on December 5th, 1871 and was one of the best known young men in the city. He was therefore a little over twenty-five years of age and had lived continuously in this city. For a time he had been employed as brakeman on the Delaware & Hudson railroad but for the past year had been engaged in the painting and paper hanging business. / The family have the heartfelt sympathy of the community who regret that such a terrible calamity has so rudely disturbed their happy home. / The officials of the company also regret very much that this sorrow has come to them, as it is the first accident of the kind that has occurred on their road since Farview was opened." (clipping in Gritman scrapbook, dated Wednesday, June 23, 1897)

Thomas Howells, a second person injured in an accident on the Gravity Railroad in the course of the jubilee excursion on June 22nd, died on the following day in the Lackawanna Hospital at Scranton:

"THE SECOND VICTIM. / Thomas Howells Injured on Tuesday Died in the Hospital Yesterday. / Thomas Howells, of Nanticoke, who was injured on Tuesday in the accident to the jubilee excursion, died in the Lackawanna hospital at Scranton at 8 o'clock last night. Death was due to concussion of the brain. Coroner Longstreet was notified and will probably hold an inquest. / The name of the deceased was given yesterday as Thomas Morris, but it was ascertained that his correct name is Thomas Howells. His boarding mistress called at the hospital and identified him, stating that he had resided in Nanticoke for some years and was sixty years of age. He is survived by a wife who resides in Wales. So far as can be ascertained, his only relative is a sister who resides in Chicago and a letter has been forwarded to her regarding her brother's death." (clipping dated Thursday, June 24, 1897, in the Gritman scrapbook).

On Sunday, November 29, 1897, upwards of a thousand railroad conductors, trainmen, firemen and engineers visited Carbondale. They came from all points of the compass, as far south as Sunbury, as far north as Albany, and as far east as New York City. Had Farview Park been open at the time, it seems very likely that they would have traveled to the summit of the Moosic Mountain during their visit to Carbondale.

The primary meeting of these railroad men took place in the Carbondale Opera House at 2 P. M. that day. A very interesting account of this Carbondale meeting of these railroad men was published in the *Locomotive Engineers' Monthly Journal*, Volume 31, 1897, in an article titled "Union Meeting at Carbondale, Pa." (pp. 61-64). Given below is a portion of that article, a copy of which was discovered and made available to us by John V. Buberniak.

"A very successful union meeting was held in Carbondale on Sunday, November 29, under the auspices of the B. of L. E., B. of L. F., O. R. C., and B. of R. T., of which we glean the following from the Carbondale press reports:

The trains commenced to arrive early, and before the time for the secret sessions in the morning there were upwards of a thousand visitors in the city. When these got out on the streets, each man wearing; a little ribbon to show that he was one of the " boys," it gave the town a decidedly holiday appearance for Sunday. The visiting railroad men included conductors, trainmen, firemen and engineers. Among them were many men of note and several of national fame on account of their connection with the orders of railroad men. Among them were A. B. Youngson, Assistant Grand Chief of the B. of L. E.; Grand Master Morrisey, of the B. of R. T.; Grand Master Sargent, of the B. of L. F.; E. C. Clark, Grand Chief Conductor of the O. R. C.; C. S. Weisz, Governor of the Conductors' Home at New York; C. H. Wilkins, First Assistant Grand Chief O. R. C.; Master Mechanic West, of the Ontario & Western; M. H. Shay, of Youngstown, O., Chairman of the Engineers Grievance Committee, Erie Railway; P. M. McDonald, Chairman of the Conductors' Grievance Committee, of the same system; C. H. Hopkins, of Middletown, N. Y., Superintendent Southern Division Ontario & Western Railway ; A. E. Luddington, Chief Yard Master, Middletown, N.Y.; Fish Launt, General Yard Master, Walton, N. Y.; Frank Vincent, General Yard Master, Norwich, N. Y.; Ed. Jones, now proprietor of a large summer hotel at Summitville, N. Y., but who was formerly a conductor on the Scranton Division Ontario & Western ; Martin Devanney, of Scranton, one of the oldest of the D. L & W. conductors ; Traveling Engineer George O'Neil, of the same system ; R. B. White, of the Brooklyn Elevated road ; James Ginavan, of Susquehanna, one of the oldest engineers of the Erie lines, and many other prominent men in Brotherhood and railroad circles.

Among the rank and file there were delegations from about sixty Lodges, representing, perhaps, 6,000 persons. They came from all points of the compass, as far south as Sunbury, as far north as Albany, and as far east as New York City. They came in on two special trains on the D. & H. from the south, one from the A. & S. Division, one on the Erie, and one on the O. & W.

The several orders held secret sessions in the morning in the local Lodge rooms. Only routine business was performed. . . .

The center of interest was in the mammoth public meeting in the afternoon. When the doors of the Opera House were thrown open at 1:30 o'clock, the auditorium commenced to fill up, and before 2 o'clock every available spot was occupied. Orchestra, balcony and gallery were crowded to the utmost. Every seat was taken and the aisles were crowded. The scene was not, as one might suppose from its being a men's meeting, a sombre one. Throughout the orchestra and in the balcony there were many ladies seated, and their colors relieved the black background very pleasantly. In addition to these, the first four or five rows of seats in the orchestra were occupied exclusively by ladies, members of the various Auxiliaries.

There were other evidences of the interest taken by the Auxiliaries, and these evidences wonderfully brightened the meeting. There were decorations, which for taste and effect have never been excelled in the opera house. Large banks of potted plants, palms, etc., were on either side of the stage. Evergreens were festooned above and below. A large motto, "Welcome" in evergreen, hung over the center of the stage. Two miniature cabooses stood near the footlights; a large picture of Hon. E. E. Hendrick graced the left. The local lodge of trainmen is named after Mr. Hendrick. The national colors were intertwined everywhere with the decorations. The rail about the orchestra pit was completely covered. The boxes were festooned, the scenes to the left and right bore the red, white and blue, and a large edition of "Old Glory" was spread in the center of the rear stage.

Shortly before the time of opening of the exercises, the following gentlemen filed in and took seats on the stage: K. C. Clark, Grand Chief Conductor, O. R.C.; A. B. Youngson, Assistant Grand Chief of the B. of L. E.; P. H. Morrisey, Grand Master of B. of R. T.; C. A. Wilkins, First Assistant Grand Chief, O. R. C.; C. S. Weisz, Governor of the Conductors' Home at New York; P. P. Sargent, Grand Chief, B. of L. F.; Hon. J. J. O'Neill, Mayor of the city, Rev. T. F. Coffey, John M. Harvey, M. P. Harding, William Blake, of this city, and Polk Palmer, of Susquehanna.

The meeting opened with Mr. M. P. Harding as master of ceremonies, who introduced Professor Firth for a piano solo. The selection was artistically executed and well received. After the invocation of God's blessing on the vast assemblage, Bro. Wm. Blake, C. E. of Div. 166 was introduced, who delivered a short address of welcome, after which Mayor O'Neill was introduced, who said in part:

Ladies and Gentlemen;
"Carbondale is not a large city, but I believe I speak for all the people when I say that it heartily welcomes you on this occasion."

His Honor, the Mayor, paid the railroad men a high compliment and declared that the city was honored by their presence. "I extend to you the entire freedom of the city," he continued. "I throw everything open to you. Take it with you if you will."

"The jail is the only improvement under my administration. It is there for you, though I hope you will not get in it. I told the officers to give you a little swing.

"Of all the things that made this a rich and intellectual nation none is so important as the transportation department It brought the Atlantic and Pacific together. It brought all things to our side. In it the general employee figures prominently."

"Thus it is that we say we are sincerely honored, now and at all times by a visit from them."

Conductor Harding then said: "We have our Grand Officers with us to-day. They are men who did not spring "into prominence at a single bound, but worked up faithfully;" and then he introduced Assistant Grand Chief Engineer, A. B. Youngson, of the B of L. E., who is a pleasing speaker. Among other things, he said: "The kind welcome of your Mayor is appreciated by us, I assure you. I am happy to come before you to-day representing so distinguished an organization as the Brotherhood of Engineers. Organized wealth has been confronted by the springing up of organized labor. The compensation of an engineer was formerly $50 a month. Brotherhood organization has raised it to $100, $150 and in some instances $200 a month, and that, too, without losing the respect of the employers. Corporations now hesitate a long time before inviting a conflict with this power. It has enabled the employed to meet the employer on equal ground for the honest discussion of their differences.

"We have suffered from the depression but there has been a great reaction of Brotherhood work of late. Five new Divisions with 500 members have been organized within the past six months. The Brotherhood of Engineers now numbers 34,000 members. These Brotherhoods were not created solely for your recreation during spare moments. Your very life depends on them.

Mr. Youngson urged the practice of the golden rule and declared that the railroad men have the same right enjoyed by their employers to watch their opportunities for that which may redound to our pecuniary benefit. The importance of thorough organization was emphasized.

"Since my induction into office" said the speaker, "I have traveled throughout the United States, Canada and Mexico. All the Brotherhood men fully realize that cohesion assures employment at remunerative compensation. Anything that may bring battle unnecessarily should be avoided."

The Assistant Chief was loudly applauded when he finished. Grand Chief Arthur is now engaged in Mexico and consequently could not be present.

Grand Master Morrisey, of the B. of R. T., on being introduced, said in part:

"I congratulate the different railroad organizations on the success attending their efforts in holding this union meeting. The morning meeting, especially, will have a good effect on those represented. I congratulate again the local members in being able to bring together these men.

"Here are engineers, firemen, brakemen and conductors under one roof discussing matters for their mutual welfare and advancement. Carbondale, I am told, is a railroad city. Where can you find better men than on the railroads. You may find men more rigidly polite, men who observe the strict conventionalities of society, but you can't find closer friendship, men who court rather than shun a sacrifice for the comfort of their fellow-men.

"I hope you will pardon me if I shall discuss more particularly the organization I have the honor to represent. Our aims are all alike.

"To the brakemen of the Delaware & Hudson Company is accorded the credit, forethought, courage, and all that goes with the organization of an institution for the public and private welfare. A little more than thirteen years ago they met in a caboose at Oneonta, N. Y., and formed what is now the Brotherhood of Railway Trainmen. There were no bolters, no seceders, no politicians present; they were real working men. In an incredibly short space of time nearly every road in the land was linked in the fraternal chain.

"Since that time this organization has paid to widows $4,000,000. Each dollar has brought to some home a ray of sunshine. It has given to some sore heart hope and courage to battle on with life. When the low rate of wages these men receive is considered, that record stands unparalleled.

"Before the organization of railroad employes, the recognition of their rights was unheard of; the redress of their wrongs unthought of. There was no scale of wages, no system of promotion.

"l am prompted to say that the employes have always held friendly relations with their employers. This means that they have an appreciation of the importance of the property entrusted to their care, and that the corporations treat their claims with consideration.

"Go on with your mission of benevolence and Christian charity. Teach respect for the rights of others aid for the rights of your employers as well."

At this point the program was varied by a whistling solo. The "Mocking-Bird" was well rendered.

Grand Chief Sargent, the head of the firemen's organization, made an excellent speech. " *I* feel in rather peculiar situation this afternoon," he said. "The engineer has performed his work admirably. The brakeman, as usual, is ahead of the fireman. The Mayor has given you the freedom of the city and told you to take it home with you. Knowing some of you personally I am afraid the Mayor will be lonesome to-morrow.

After referring to the handsome men and beautiful women present, Mr. Sargent asked : " Have you thought, gentlemen, that your organizations have made this meeting possible ? " "I see no scoops," he continued, "but I see some men who handle the scoop—firemen, who struggle when the flues are weak and the engineer hasn't had a good cup of coffee for breakfast. Do you realize what your organization has done for you? Those who laid the foundation worked for wages and suffered indignities you would not think of enduring. Do you stop to think of the great benefit of your organizations? How many are so familiar with the workings of their Lodges and so well acquainted that they need no introductions when they go to the meetings.

"You who are here in the full vigor of life and manhood may be stricken down to-morrow. Do you want a worthy successor? If so, see to it that all eligible men on the road become Brotherhood men."

After words of praise for the Ladies' Auxiliaries, the speaker said they weren't half appreciated nor encouraged.

"We appreciate the privilege of speaking to you. If you can find something to take to those who are on duty to-day, and to fire the lukewarmness of your Order, very well. I bid you Godspeed."

Grand Chief Clark, of the O. R. C, on being introduced, said the fireman had said the heavy weight was yet to come, and as a lady had recited and another sung just before the Chief Conductor came forward, he said he had been sorely perplexed as to whether Mr. Sargent referred to the singer, elocutionist, or himself. "However, the subjects have all been talked over, and I know something about being scooped whether I know anything about a scoop or not."

The speaker told about Chief Sargent being chased by a conductor, using his own words: "I had been to a Lodge meeting and subsequent supper. When on the sleeper, Inter, I got dry and called, 'Porter! porter!' 'Why don't you ring the bell?' asked a fellow-passenger. I jumped out of my berth and rang the bell. The train stopped and the conductor rushed in. ' Who rang that bell?' he inquired. ' I rang that bell/ was the reply. 'l am thirsty, and want a drink of water.' I walked nine miles that night."

"I shall not enter into the details of the several organizations. The policy of each is that of the others. In the fourteenth century there was a law in England that prohibited the laboring man from asking more than a stipulated sum for his labor.

"Few people comprehend the magnitude of railroads and the number of men that are employed upon them. The automatic coupling bill was only passed after the President had twice called the attention of Congress to the fact that trainmen run a greater chance of death than the man engaged in active war.

"There are nearly 1,000,000 organized employes on the roads of this country. They are all voters, and nearly all heads of families. The 35,000 locomotives in use on these roads would extend 400 miles, and the freight cars would reach from New York to San Francisco, back to New York and out to Chicago on the third lap.

"These railroad men have banded together to endeavor to get their share of accumulated wealth. They seek this by purely business methods. They ask for no special privileges. We don't want our methods misrepresented or misunderstood. Some people think we are fire eaters and dynamiters. We emphatically deny it. We have never had any trouble, only when it was absolutely necessary to self-preservation. We are always willing to leave our cause to impartial arbitration.

"I am sure we appreciate the Mayor's generosity in offering us the city. As for myself, I don't want it, for I have no place to put it."

The Grand Conductor closed with a little advice to the single ladies. It was that they will do well to look up the records of railroad men who are not Brotherhood men before getting tangled up much with them. "If one of them makes a matrimonial proposition, don't accept him until he proves his membership in one of these organizations and has the insurance made out in your name."

Father Coffey was then introduced and spoke as follows:

Ladies and Gentlemen:
"Your committee waited on me and asked me to be here this afternoon. Nothing was said about an address, so if I do not give one I shall not break any contract. When the committee had left I began to wonder of what use a clergyman could beat a business meeting of railroadmen. Then I thought that perhaps it would be well to have something of the religious element thrown in.

"I have many dear friends in your association. There is a place more fitting to speak of religion than here. However, you should remember that you are in constant danger. Try to be true to your respective churches. When a man goes before his God he generally goes in a hurry. It behooves him to always be ready.

"I am thankful to come before you and I trust yon will carry away some valuable recollections. I have learned more than I ever knew of these organizations, only to appreciate them more."

Interspersed among the speeches were a violin solo by Miss Mamie Maxwell, a vocal solo by Mrs. Stillman Hadcock, a recitation, "Asleep at the Switch," by Miss May Finnen, humorous recitations by Frank Kelly and singing by the Crescent sextet. Each was very enjoyable.

The meeting, which had been successful, profitable and enjoyable, closed with a benediction. The committees, composed of Jacob Schermerhorn, Josiah Vandemark, George Dimock, William Wolcott, D. E. Parmeter, P. B. Collins, Alex. Copeland, John Maxwell and Edward Atkinson, of the Engineers; M. J. McLaughlin, W. Bunnell and J. J. McHale, of the Firemen; J. J. Madigan, Boyd Case, M. P. Harding and Thomas Monaghan, of the Conductors, and T. P. Kelley, M. J. Toolan, W. Bowen, W. W. Thomas, P. F. Rooney and George Kraft, of the Trainmen, having the work in charge, are to be commended; such signal success can come only through energetic work and careful preparation."

0918
Excursions to Farview, 1898

In January 1898, the D&H announced that Boyd Case will be extra passenger conductor and handle the summer excursion trains:

"**His New Run. /** Yesterday Delaware & Hudson conductor W. W. Copeland took what will be his regular run. Boyd Case will be extra passenger conductor and handle the summer excursion trains, and Joe Nicholson will take conductor Case's old run." (*Carbondale Leader*, January 11, 1898, p. 8)

The excursions to Farview, on the books, for the period June 22—September 5, 1898 were announced in the *Carbondale Leader* of June 18, 1898 (p. 5) as follows:

EXCURSIONS TO FARVIEW.

Dates Arranged by Popular Organizations For Visits to the Famous Resort—Other D. & H. Excursions.

The popularity of the famous resort on the summit of the Moosic's is not waning any. The backward season so far has had the effect of deferring many of the excursions to a later date, but from this on the bookings for Farview are many. The season will probably be as prosperous as any heretofore. Many of the bookings are for large and popular organizations, and many thousand excursionists may be expected to ride over the gravity before the season is over. Following are the bookings so far made:

Wednesday, June 22, Emmett social club of Kingston, Pa.

Friday June 24, Elm Park Sunday school of Scranton.

Saturday, June 25, Wilbur Hose company of Oneonta, N. Y.

Monday, July 4, D. & H. C. Co.

Thursday, July 14, Trinity Sunday school of Carbondale.

"163 tickets were sold by the D & H for the excursion to Farview on the 4th." *(Wayne Independent,* July 9, 1898)

Thursday, July 14, Trinity Sunday school of Carbondale.

Monday, July 18, A. O. H., division of Honesdale.

Wednesday. July 20, Scranton Liederkranz.

Thursday, July 21, St. Aloysius society of Wilkes-Barre.

Saturday, July 23, Pine Brook Accident fund of Scranton.

Monday, July 25, St. Joseph's society of Minooka.

Wednesday, August 10, Washington camp. 333, of Scranton.

Friday, August 12, Lackawanna lodge No. 113, of Taylor.

Saturday, August 13, St. Patrick's church of Olyphant.

Monday, August 22, St. Thomas church of Archbald.

Tuesday, August 23, Court Lincoln, Foresters of America, of Plymouth.

Wednesday, August 24, Oneonta City band.

Thursday, August 25, St. Aloysius society of Ashley.

Labor day, Monday, September 5, Mozart band of Carbondale.

Additional destinations for D&H excursions: Shawnee Lake, Lanesboro, Binghamton, and Lake Ariel. This is a very important moment in the history of D&H in that these excursions out of the Lackawanna Valley led to the development of new D&H markets for passenger service.

Besides the excursions to Farview the Delaware & Hudson railroad will carry many other excursions to various points of interest. Among them are the following:

Wednesday, June 22, to Shawnese Lake, Sons of Veterans of Scranton.

Wednesday June 22, to Lanesboro, Trinity Lutheran Sunday school of Scranton.

Saturday, June 15, to Lanesboro, Carpenters' union of Scranton.

Monday, July 4, to Binghamton, Knights of Pythias of Lackawanna valley.

Monday, July 25 to Lake Ariel, St. Michael's Greek Catholic society of Peckville.

Saturday, August 6, to Shawnese lake, Scranton Stove work, Sick and Accidental fund.

Saturday August 6, to Lanesboro, St. Leo's battalion of Scranton.

Friday, August 19, to Binghamton, Volunteer Firemen's association of Scranton.

On Wednesday, August 17, 1898, the Methodist Sunday Schools of Jermyn, Carbondale, and Honesdale held at picnic at Farview, with 1,500 people in attendance:

"The union picnic of the Jermyn, Carbondale, and Honesdale Methodist Sunday Schools at Farview on Wednesday passed off pleasantly and successfully aside from the storm of rain and wind that swept over the mountain about two o'clock. Most of the throng, numbering probably 1,500, had finished dinner and had gathered near the pavilion to listen to the speeches. The rain sent the crowd under shelter where the talking was continued, but with poor success save by the restless audience. Silence was called for but it came not and but few heard what the speaker said. Early afternoon trains from both sides of the mountain added to the gathering. Those from Honesdale reached Farview just as the rain began falling and sought refuge in the station where they were held for nearly an hour. Lightning flashed and thunder seemed to roll down the mountainsides with terrific crashes and the clouds swept along in a sort of cross and curling fury just above the treetops. To add to the excitement of the storm, a team of horses, attached to a vehicle, became frightened at a piece of paper that had blown and lodged on the neck yoke, and dashed through the crowd. The driver was on the ground, and in his efforts to hold the nervous animals one of the reins snapped. He pluckily held on to the remaining line and succeeded in bringing the steeds to a halt." *(Wayne Independent,* August 20, 1898)

In the August 31, 1898 issue of the *Wayne Independent,* we read:

"The Erie and D & H companies ran excursions to Farview—98 persons—on this date."

In 1898, the Erie Railroad incorporated a ride on the D&H Gravity Railroad and a visit to Farview Park (where luncheon would be served) on an Erie excursion departing from New York City on October 12, with a round trip fare of $1.50. Ads for this excursion were placed in the *New York Tribune* and the *Brooklyn Eagle.*

"Excursion Over the Gravity Road. / The Erie railroad presents a genuine novelty for a closing excursion of the season, on Wednesday, October 12. This is a trip to Carbondale and return over the famous gravity railroad from Honesdale. Thousands enjoy every year the beautiful picturesque ride on the Erie to the Delaware Valley, but this excursion adds to all that has gone before the wonderful ride of forty miles on the gravity railroad. Open observation cars will be provided from Honesdale on this excursion, thus giving an unobstructed view of the beauties of the autumn-tinted landscape. Luncheon will be served at Farview, a delightful excursion resort at the summit of the range. The round trip fare from New York, including the ride over the gravity railroad will be $1.50.—*New York Tribune."* (Gritman scrapbook, probably a reprint in the *Carbondale Leader* of Tuesday, October 11, 1898) (The same ad was published in the *Brooklyn Eagle* of October 9, 1898, p. 23.)

Given in the Gritman scrapbook immediately below the clipping given above is the following:

"Back to Town. / Mrs. R. Manville and Mrs. W. A. Manville removed from their Farview cottage to their home in this city [Carbondale] today."

Two weeks later, another Erie excursion from New York City, Paterson, Middletown, Port Jervis and other cities along the line to Carbondale , which included, of course, a ride on the D&H Gravity Railroad from Honesdale to Carbondale and back to Honesdale, was announced for October 26, 1898. This we know from three newspaper articles which relate to these Erie excursions to Carbondale that are given together under the date of Tuesday, October 25, 1898 in one of the Gritman scrapbooks in the holdings of the Carbondale Historical Society.

In speaking of these visitors to Carbondale, the writer of the first of these three articles makes a very good point when he points out that these visitors "are making their initial visit to this city and as first acquaintanceship is often that by which people are judged we should make our best appearance tomorrow. Everything possible should be done to make the stay of the visitors a pleasant one. On their return to their homes their reception here will be detailed to many friends. This will either promote or deter the coming of other hundreds to Carbondale—for this city as an excursion objective point is yet in its infancy"

Here is that article:

"Tomorrow this city will be visited by another big excursion party from New York state. The excursion starts from New York city at 8 o'clock and will bring here a large number of residents

of the metropolis. This crowd will be swelled by many from Paterson, Middletown, Port Jervis and other cities along the line. They are making their initial visit to this city and as first acquaintanceship is often that by which people are judged we should make our best appearance tomorrow. Everything possible should be done to make the stay of the visitors a pleasant one. On their return to their homes their reception here will be detailed to many friends. This will either promote or deter the coming of other hundreds to Carbondale—for this city as an excursion objective point is yet in its infancy. As long as the gravity road is in existence Carbondale will have more or less visitors each season but the number can be greatly swelled—to our profit and pleasure—by the hospitality which we show to them."

From the second of these three clippings, we learn that during the visit of the Erie excursionists "last month" (probably the Erie excursion on October 12) that there were so many excursionists in Carbondale that the restaurant business was almost paralyzed during their visit:

"There will doubtless be plenty of refreshments for the visitors from New York tomorrow [October 26] and the unfortunate experience of last month will not be had again. The excursionists swooped down upon Carbondale in such unexpected numbers at that time as to almost paralyze the restaurant business and one woman was heard offering twenty-five cents for a cup of coffee."

The Erie excursion to Carbondale on October 26 was not as large as expected because it rained in New York City on the morning of the departure of the excursion. This we learn from the third of these three clippings pasted into one of the Gritman scrapbooks under the date of Tuesday, October 25, 1898:

"The New York Excursion. / It rained in New York this morning and the excursion over the Erie and Gravity roads to this city was therefore not as large as expected. 415 came on the two sections, the first of which reached here about 2 o'clock."

On October 28, 1898, the closing of Gravity Railroad on December 31, 1898 was announced.

The conversion of the Gravity line into a standard-gauge steam locomotive system is described in detail in Volume V in this series. That conversion was completed in three phases:

Phase 1: October 28, 1898 up to January 22, 1899: tracks remain Gravity-gauge, steam locomotives introduced, Gravity Planes 9-12 and 18-20 still used, Shepherd's Crook still in place

Phase 2: January 23, 1899 up to November 19, 1899: tracks widened to standard gauge; steam locomotives used, Gravity Planes 9-12 and 18-20 still used, Shepherd's Crook still in place

Phase 3: November 20, 1899 up to February 1, 1900: standard-gauge tracks, Shepherd's Crook removed and Switchback installed, Gravity Planes 9-12 and 18-20 removed and South Canaan Loop installed

0919

Excursions to Farview, 1899

In the *Carbondale Leader* of April 14, 1899 (p. 5) it was announced that Farview Park would open, as usual, on Memorial Day, the Gravity-gauge D&H tracks having been widened to standard gauge. The Main Street Gravity station was no longer to be used. Passengers will now all depart from the Union Station. Here is that article:

"THE SEASON AT FARVIEW. / It Should be One of the Liveliest of Recent Years—Excursions on the Erie. / The coming season at Farview promises to be one of more life than has characterized that popular resort for several years. The advent of warm weather has turned the attention during the past few days of numerous societies to their annual outing and already several bookings have been made for that place. / One of the greatest regrets felt last fall on the announcement of the closing of the Gravity railroad was that Farview would probably cease to exist. There was corresponding pleasure when the building of a wide gauge road was announced and it may now be said to be a settled fact that efforts are to be put forward to give the resort a greater patronage than ever. / It is generally acknowledged that the Erie will run a large number of excursions there from New York during the season and as the open cars are to be used between this city and Honesdale that novelty will still be given to excursionists. It was rumored today that at least the three planes from Farview to Waymart would be retained as a feature of the old Gravity but inquiring of the officials of the road brought out the information that the future of those planes had not yet been decided upon. / The Delaware and Hudson company will as usual open the park Memorial day with an excursion under their auspices. They will also conduct the excursion on July 4. The A. O. H. of Lackawanna county have secured the park for June 20; St. Laurence Catholic church for July 20 and our own Mozart band for Labor day, September 4. / One pleasant feature that will be missed in the new railroad arrangement is the advantages offered to excursionists to see Carbondale by getting off at the Union station and walking to the Main street Gravity station. Many musical organizations also adopted this plan as an advertising medium. Hereafter excursionists will be transferred at once at the Union station. / The rails on No. 2 plane are being taken up by the Delaware & Hudson employes and all of the cars have been taken from the switchback. This confirms the belief that this part of the system will be abandoned permanently. / Workmen are tearing down the Delaware & Hudson paint shop which was partially destroyed by fire recently. It is said that this branch of work will hereafter be done in one of the buildings formerly used for Gravity purposes." *(Carbondale Leader,* April 14, 1899, p. 5)

In light of what was learned during recent visits to Carbondale by large numbers of visitors from New York City and other places in eastern New York on excursions hosted by the Erie Railroad, a letter writer to the Editor of the *Carbondale Leader* in April 1899 makes the very good point that the City of Carbondale should take certain steps in order to be prepared to receive large groups of visitors from out of town. Here is that letter to the Editor:

"**TO HELP THE TOWN ALONG. / How a Correspondent Believes Excursionists Should Be Treated—Go on With Improvements. /** To the Editor of The LEADER: / Of late we have received several thousand people from the metropolis and other places in eastern New York who have enjoyed an outing by way of the Erie road over the Moosic mountain. Those people seem to have enjoyed the ride very much. / The varied change of scenery and bracing mountain air made a pleasant trip for those confined in the narrow streets of the great city. / But we do not seem to be prepared to properly receive such company. Arrangements should be made for properly appointed guides to receive them on their arrival and give them all necessary information about the town, especially of the coal industry show them to a mine entrance and a coal breaker if they do not have time to enter a mine. / The people who have already come were mostly steady, quiet, intelligent persons anxious to see what was of interest in a coal mining city. / If we will receive these people with due respect and make it pleasant for them while they are here, Carbondale may be helped and improved very much. The city will grow and become known to a large number of people. We should improve our streets and walks yet more, trim and cut down dead trees and branches and beautify our lawns and gardens if we expected visitors. / We were sorry to see the accusation Monday by some writer against the excursionists who were occupying the park. We had the pleasure of being there while some of those were quietly sitting in the shade of the trees enjoying the fountain and quenching their thirst with the fresh water, some of which was cooled by ice furnished by the man in charge of the park. The visitors spoke very highly of the park. / Some towns work a long time and spend much money in advertising to induce excursionists to visit them; then they may only receive local benefits as Sunday school picnics, &c. Now Carbondale, without any effort on her part has already received a good start. Let her improve the opportunity and help to build up the town as well as to please the excursionists. AMOS." *(Carbondale Leader*, April 22, 1899, p. 2)

Round trip excursion fares to Farview from Carbondale for the 1899 excursion season will remain thirty cents—not fifty cents, as rumored:

"ONLY RUMORS. / Somebody started the rumor this week that transportation rates on the Honesdale branch were to be raised this summer and that excursion tickets to Farview would hereafter be fifty cents. Inquiry at the ticket office of the company show this story to be without any foundation. It will still be thirty cents to Farview and return. . ." ("TRACK WILL BE READY TONIGHT. . . , *Carbondale Leader*, May 13, 1899, p. 5)

On Tuesday, May 30, the 1899 excursion season opened, and more than 2,000 persons went up to Farview Park. They traveled in about 30 of the old narrow gauge open-air cars that had been widened to standard gauge and fitted with glass fronts to keep out the cinders from the locomotive. The cars left from the city station and went up the mountain, not through the Gravity planes (Nos. 1-8, which were no longer used), rather up the former light track via Lookout Junction, White's Crossing, up through Shepherd's Crook and on to Farview, the cars being pulled by a steam locomotive.

"AT FARVIEW /More Than Two Thousand Excursionists on the Mountain. / The opening of Farview occurred yesterday and the crowd that took advantage of it indicated that this resort has not lost a whit of its popularity. More than 2,000 persons enjoyed the bracing air and beautiful scenery of the summit of the Moosics. / About thirty of the old narrow gauge open cars had been widened and fitted with glass fronts to keep out the cinders from the locomotive. They took on their human freight at the city station and hundreds had the novel experience of riding to Farview without going up the planes. Some delays were experienced in getting the crowd back to the city and it was 10 o'clock before the last reached here from a pleasant day's outing." *(Carbondale Leader,* 05-31-1899, p. 5

On June 2, 1899, the members of the New Century Club of Carbondale picnicked at Farview. On May 29th, the members of the club and invited friends were entertained at the home of Miss Alice Butler on Canaan Street. A highlight of that evening was a presentation by Mrs. C. T. Meaker of a number of stereoptican views of a trip to Europe, with accompanying description read by Mrs. L.A. Basssett:

"NEW CENTURY CLUB. / Concluded Its Meetings for the Year on Monday Last. / The members of the New Century club are picnicing today at Farview. The club concluded its regular meetings for the year on Monday evening last when the members and invited friends were entertained at the home of Miss Alice Butler on Canaan street. The affair was delightful one and contained several unique and pleasing features. One of these was the presentation of a number of stereopticon views at the hands of Mrs. C. T. Meaker. They represented a trip to Europe and the description accompanying them was read by Mrs. L. A. Bassett." *(Carbondale Leader,* June 2, 1899, p. 5)

Farview's popularity as an excursion destination was not negatively impacted by the change in motive power in moving the excursion cars from Carbondale to the summit of the Moosic Mountain. Here is the preliminary schedule of excursions for the summer of 1899:

FARVIEW'S POPULARITY.

Many Bookings for That Beautiful Mountain Resort—Other Excursions of the Season.

Farview's popularity as a resort for excursionists has not been lessened by the paitial change of motive power, in the least, recent bookings showing that its superiority as a mountain and exceptionally fine picnic resort is generally appreciated. The latest bookings are:

Tuesday, June 20—A. O. H. of Lackawanna valley.

Tuesday, June 27—First German Presbyterian church of Scranton.

Tuesday, July 4—Delaware & Hudson company.

Saturday, July 15—A. O. H. of Bellevue.

Monday, July 17—Amarauth club of this city.

Tuesday, July 18—Scranton Liederkrantz.

Wednesday, July 19—A. O. H., Port Jervis, arrive at Honesdale 9.45.

Saturday, July 22—I. O. O. F. of Wayne and Lackawanna counties.

Monday, July 24—A. O. H. of Archbald.

Wednesday, July 26—St. Lawrence Catholic chu ch.

Saturday, August 5—Continental Mine Fund of Scranton.

Saturday, August 12—Rev. P. J. Murphy, of Olyphant.

Among the excursions booked for other points is that of the Knights of Pythias societi s of Olyphant and Carbondale and many others to Lake Ariel and other points in conjuction with other railroads.

In addition to Farview, the D&H hosted excursions to Lake Ariel "and other points in conjunction with other railroads."

Carbondale Leader, June 6, 1899, p. 5

Up to 1899, the Erie Railroad was kept out of the borough of Honesdale by the D&H. The end of the Erie tracks was in Texas Township, half a mile to the east from downtown Honesdale. Passengers who wished to continue their rail journey from Honesdale to the west (Carbondale and beyond) had to de-train at the depot in Texas Township and transfer to a coach to reach the D&H depot in downtown Honesdale. In 1899 the Erie tracks were extended westward into downtown Honesdale, and a new Union depot erected on Main Street.

In June 1899, it was announced in the *Wayne Independent* that the rails that would be used to connect the Erie Railroad and the Delaware and Hudson in Honesdale had arrived and that Foreman Philip Ryan and his men were then engaged on the work of connecting the two roads:

"JOINING THE TRACKS. / The Connecting Line Between D. & H. and Erie at Honesdale. / The rails arrived at this place [Honesdale] which are to be used to connect the Erie and the Delaware and Hudson roads. Excursions will be run to Honesdale and Farview during the summer from all points on the New York and Delaware divisions and also from New York city. As soon as the locomotive road is completed over or under the Moosic mountain, more coal will be run through Honesdale to the seaboard and the eastern markets than ever before. Foreman Philip Ryan and his men and now engaged on the work of connecting the two roads.—*Wayne Independent." (Carbondale Leader,* June 24, 1899, p. 2)

This new arrangement was a great convenience and meant a saving of time and money to the patrons of the Erie road. For the D&H, it meant increased passenger revenues, because through trains to New York City on the D&H were now possible. At this time, the Erie's Texas Township Texas depot was closed and the former Delaware and Hudson depot at Honesdale was converted into a freight house.

On July 4, 1899, a "grand gala day" was celebrated at Farview, "the most attractive excursion resort in Pennsylvania," with a baseball game between two very popular local clubs, refreshments served by Hanley of Scranton, and a concert by Bauer's Band of Scranton:

"July 4th Excursion to Farview, via Delaware & Hudson R. R. / Grand gala day at the most attractive excursion resort in Pennsylvania. / Unequaled attractions too numerous to particularize. / Game of baseball called at 2:30 p. m. between two very popular local clubs. / Refreshments served by Hanley of Scranton. / The following program will be rendered by Bauer's band of Scranton. / March –'Olympia Hippodrome' . . . Alexander / Overture –'The Beautiful Galatea' . . . Suppe / Selection—'A Runaway Girl' . . . Caryee / The Dawn of Love (Morceau Caraderestique). . . Bendix / Medley—'The Chicken Brigade' . . .Johnson / Selection—'The Bartered Bride' . . . Smetana / 'Whispering Flowers' . . . F. V. Blon / Overture—'Maritana' . . . Wallace / March—'Hands Across the Sea' . . . Sousa / 'Star-Spangled Banner' / The D. & H. will sell tickets at very low rates of fare from all stations, good on special and regular trains July 4." *(Carbondale Leader,* July 3, 1899, p. 2)

The excursion of the Amaranth Club of Carbondale to Farview on July 17, 1899 was announced in the *Carbondale Leader* of July 12, 1899, p. 8. Highlights of the day: a balloon ascension by Professor A. Randolph Parry of Rochester, two baseball games, and music for dancing provided by the Mozart Band. During the day, in addition, the Black Diamond Double Quartet of Scranton will render some of the latest vocal and instrumental music:


Prof. A. Randolph Parry,

of Rochester, will make a

Balloon =:= =:= Ascension

—AT—

FARVIEW

—ON—

Monday, July 17th

UNDER THE AUSPICES OF THE

AMARANTH CLUB.

The Mozart Band will furnish Music for Dancing

Refreshments of all kinds will be furnished by M. J. Kelly, of Scranton.

Baseball Game

For a Purse of $25.00, between Honesdale and Carbondale.

During the day, the Black Diamond Double Quartet of Scranton, will render some of the Latest Vocal and Instrumental Music.

Take a Day Off and Enjoy Yourself.

Monday, July 17, at Farview.

DANCING FREE.

The program for the band concert to be performed by the Mozart Band from their balcony on South Main Street before departure for the summit of the Moosic Mountain was published in the *Carbondale Leader* of July 13:

"AMARANTHS AT FARVIEW. / How That Progressive Society Will Entertain Their Guests. / Professor A. Randolph Parry of Rochester will make a balloon ascension at Farview on Monday, July 17th. The Amaranth club, under whose auspices the excursion will be ruin, have secured excellent entertainment for an all-day outing at the favorite resort. The famous Mozart band will furnish music for dancing, which will be free. A Baseball game between Honesdale and Carbondale for a purse of $25.00 will take place in the afternoon. Go along and enjoy yourself for one day. / **BAND CONCERT. /** The program for the band concert which will be given from their balcony on South Main street by the Mozarts is as follows: 'Star Spangled Banner' / March, 'Carsais Tirumphal'…Mitchell. / Medley overture, 'A Cluster of Peaches'…Beyer. / March, 'Hands Across the Sea'…Sousa. / Selection, 'Wizard of the Nile'…Herbert. / Waltz, 'I See Thee Again'…Esthada. / Selection, 'Operatic Reminiscences"…Lamberdin. / March, 'Oriental Commandery'…Althouse. / Overture, 'Polyphone'…Pettu. / 'America.' *(Carbondale Leader,* July 13, 1899, p. 5)

Twenty railcars of excursionists spent the day at Farview as part of the Amaranth excursion on July 17th:

"AMARANTHS AT FARVIEW. / Twenty Car Loads Entertained Today by That Organization. / The Amaranth social club accompanied by the Mozart band and their friends spent a very pleasant day at Farview. Although the threatening skies kept many from going in the morning the clearer aspects of the afternoon was encouraging and many left on the 1:30 and the 3:09 o'clock trains. A balloon ascension, two baseball games and the Mozart's music for dancing proved irresistible for the excursionists and fully twenty carloads in all visited the mountain resort, making the event one of the most successful run so far this season." *(Carbondale Leader,* July 17, 1899, p. 5)

A successful excursion to Farview, hosted by the Carbondale Trinity congregation and Sunday school, took place on Thursday, July 20, 1899. About five Gravity excursion car loads went up to the summit of the Moosic Mountain:

"At Farview. / The unpleasant weather kept many away from Farview today where Trinity congregation and Sunday school were picnicking. About five car loads went up with the Mozart band on the ten o'clock train and the eleven and one-thirty trains carried nearly as many more." *(Carbondale Leader,* July 20, 1899, p. 5)

On July 22, 1899, ten thousand excursionists spent the day at Farview at the reunion of the Odd Fellows from Wayne, Luzerne, and Lackawanna Counties. The highlight of the day was the conferring of the degree of chivalry upon over twenty-five women and four chevaliers. It is the most elaborate ritualistic ceremony in the ritual of the order and held the attention of all present from start to finish. The following description of the event was published in the *Carbondale Leader* of July 24, 1899:

"A BIG CROWD AT FARVIEW. / Witnessed the Conferring of the Odd Fellowship Degree of Chivalry on Saturday / The largest crowd that has been at Farview this season was present there on Saturday. The occasion was the reunion of the Odd Fellows from Wayne, Luzerne and Lackawanna counties. The principal attraction, however, was the conferring of the degree of chivalry upon over twenty-five women and four chevaliers. / Excursions were run from all of the places within a radius of fifty miles of Farview and it is estimated that nearly 10,000 persons were in attendance. / The ceremony of conferring the degrees took place at 3 o'clock in the afternoon. It is the most elaborate ritualistic ceremony in the ritual of the order and held the attention of all present from start to finish. / A plot of ground 20 x 150 feet was staked of for the use of those participating. The stakes used were each topped alternately with American and English silken flags, making a very pleasing effect and showing the Anglo-American sentiments of those in charge. / At one end of this space were three tents for the use of the department commander and his staff. At the other end and facing the tents the Scranton Canton, which participated, was drawn up in line with swords at a carry. The Lawrence band of Scranton was stationed in front of the commander’s tent. The ceremony was as follows: / **INTERESTING CEREMONY. /** The male candidate for the degree entered in full uniform and after surrendering his sword and uncovering his head passed under the crossed swords of the participating canton called the ‘arch of humiliation.’ He was then conducted to a font of water in which he washed his hands signifying his desire to cleanse the body of sin. / He was then presented to the Department commander, who was seated in his tent surrounded by his staff. After having examined the candidate’s credentials, the latter stepped back in company with a captain, who acts as his conductor. Four young ladies attired in white and wearing a bow of red ribbon, one of pink and green, one of royal purple and one of scarlet, white and purple, respectively, then appeared and took up a position between the commander and the candidate. / The candidate was next required to kneel on his right knee and placing his hand upon a bible placed on a drum before him he repeated the following obligation: ‘I ______ of my own free will and accord before these living witnesses, do thus voluntarily promise and obligate myself to defend maidens, wives, widows and orphans in their rights; to relieve the distressed; permit no extortion, so far as I may be able to prevent it; to support those who are weak and powerless to maintain their rights, and to administer justice to the advancement of honor and the suppression of vice. All of which I, in this presence, do avow it my purpose and intention to perform to the extent of my ability, under penalty which shall be no less than degradation caused by the loss of my personal and military honor, should I violate this solemn obligation.’ At the conclusion of this vow the drum rolled and the members present presented swords. / **LADIES TAKE A**

HAND. / The first young lady then stepped forward and placed upon the heel of the candidate a golden spur giving the instrument of coercion to the strongest member of the body and beseeching him to go on in the chivalrous work. / The second young lady then advanced and presented the candidate with his sword, telling him to unsheath it only in the right and to use it in defense of the principles he had just voluntarily espoused/ The third young lady next stepped forward and handed the candidate a steel gauntlet, as a symbol of firmness, and warned him to be ever firm and true and exercise the quality of mercy. / The fourth lady then advanced and gave the candidate a white silk glove, symbolizing that however bold and firm he might be kindness and gentleness must be used before force of arms is resorted to. / The decoration of chivalry was next pinned upon the breast of the kneeling candidate by a tiny girl clad in white, typifying innocence and purity. The decoration consisted of a white cross of ancient design having mounted upon the face a scarlet heart and bearing a golden crown, with the following motto on the back: ‘Be just, merciful, honorable and brave.’ / The whiteness represents purity, upon which all justice is built; the scarlet heart, the heart of man, form which flows the fountain of mercy; the golden crown is indicative of the crowing virtue, honor, when practiced to defend helpless women. The candidate was then struck slightly on the back by the commander with his sword and was created a chevalier.” (*Carbondale Leader,* July 24, 1899, p. 2)

Excursion from Newburg, New York to Carbondale on Thursday, July 27. 1899: The Erie excursionists transferred to 31 D&H Gravity excursion cars at Honesdale's Union Station. These cars were then pulled by a steam locomotive to Waymart, where they were taken up Planes Nos. 18-20 in cuts of three or four cars. These cars passed through the Farview Park area but did not stop. The cars were then sent down the light track, Level No. 20, to Carbondale. Regrettably, it rained during the period when these Erie excursionists were in Carbondale.

In the article given below, a journalist for the *Port Jervis Gazette,* who was a part of that excursion, observed: "It was advertised to be ‘the last ride over the gravity,’ but gosh! There is very little of the gravity left, and one who takes the ride now gets but a suggestion of the exhileration [sic] and pleasure which one experienced before the practical abandonment of the system." That journalist was correct in his description of the Gravity Railroad at this period.

“THE EXCURSION OF THURSDAY. / How the Old Gravity Road Was Viewed by a Port Jervis Newspaper Man. / Of the excursion to this city Thursday from Newburg and intermediate points the *Port Jervis Gazette* says: ‘It was advertised to be ‘the last ride over the gravity,’ but gosh! There is very little of the gravity left, and one who takes the ride now gets but a suggestion of the exhileration [sic] and pleasure which one experienced before the practical abandonment of the system. Yet, if any one has not ridden over the gravity he should do so at the earliest opportunity, as the complete disuse of the planes is evidently very near at hand. / Our Erie train yesterday drew right alongside the long string of open Delaware & Hudson Canal Company cars at Honesdale, and the excursionists filled thirty-one of the little cars. Then our locomotive coupled to the train and bravely pulled the string over the serpentine track to Waymart. It is the crookedest piece of road imaginable, and frequently the train was on two or

three sharp curves at once. Formerly, this trip of several miles from Honesdale to Waymart was made over the Gravity by a succession of planes up which the cars were pulled by cables, but these inclines have been stripped of cables, rails and, in some instances even, of ties and the huge embankments and trestle stand out like monster black monuments of a once flourishing industry. The power houses are being ripped to pieces, the powerful machinery is being shipped away, great cables lie in rusty coils, immense boilers come crawling out of their casements and lie about awaiting shipment, and, in fact, the whole region is full of skeletons, remains and monuments, which impress the beholder with a deep feeling of regret. / At Waymart our train was cut in sections of three or four cars each, a cable was hitched to each in turn and they were whisked up the steep inclines and all were again united at the top—Farview. The long string then slid down the six mile grade, around the 'Shephard's Crook,' and so down to Carbondale. / The rain arrived with the excursionists and remained with them during the two hours of their stay in Carbondale. Many of the party picnicked in the waiting room of the depot, a whole host were fed by the ladies' guild of a church adjacent to the station (the guild netted $25 in about an hour) and still others fared will at the Hotel Anthracite. One small party was wandering aimlessly along the street when the mistress of a fine residence invited the whole party into her home, gave them free use of her dining room and was most hospitable. / At one time, thousands of cars were daily taken over the gravity, but now, aside from the excursions, they can be numbered on the fingers of one's hands. On Monday, an attempt was made to take a dozen standard size coal cars over the road but the train was stuck at 'Shephard's Crook' and only seven could be taken around at one time. To obviate this difficulty, the crook is to be abandoned and work was commenced on Monday to put in a big Y at this place for use until some better plan can be adopted. Work has also been begun on a line of track which is to be run around the little hills between Farview and Waymart, and when this is finished the passing of the gravity will be complete. / At the present time practically no coal is being shipped over the road. There are yet great storage piles in Honesdale and from these only about 85 cars a week are being shipped, while formerly that number were shipped each day." *(Carbondale Leader,* July 29, 1899, p. 2)

The annual reunion of the Jadwin family at Farview took place on August 11, 1899 at Farview. Fifty-nine members of the Jadwin family were present. The first member of the Jadwin family to come to America was Thomas Jadwin, who arrived in Virginia in 1651:

"JADWIN FAMILY AT FARVIEW. / Enjoyable Reunion Held at that Pretty Mountain Resort—Fifty-nine Members Present. / Yesterday the annual re-union of the Jadwin family was held at Farview, fifty-nine of the members being present and contributing to one of the most successful gatherings from the standpoint of enjoyment, that the family has ever held. The weather was not ideal for such an event a dense fog or mist completely enveloping the grove and making a view of the picturesque country surrounding, almost impossible. A short time before the departure of the party the mist became dissipated somewhat, but not entirely. / There was no feature lacking in the entertainment provided, the repast to which the family was seated being a

sumptuous one and following it the addresses made by different members proved very enjoyable. Among those who addressed the assemblage were: Rev. William Jessup, Lieut. Col. Edgar Jadwin, C. Comegys, Cornelius C. Jadwin, H. B. Jadwin, C. P. Jadwin, Miss Marie Jadwin and Mrs. O. H. Jadwin. / One of the most interesting of the addresses was that of Cornelius C. Jadwin who gave in detail the history of the Jadwin family since the first emigrant Thomas Jadwin arrived in Virginia in 1651. It was virtually a complete genealogy of the family. The three Jessup children contributed a unique and enjoyable number in a song sung in the Arabic tongue. / Among those who were present at the reunion were: / **SCRANTON.** Mr. and Mrs. Charles P. Jadwin, Mr. and Mrs. Ruel Jadwin, Miss Olive Jadwin, Dr. R. Hampton, Mrs. O. P. Clark, Mrs. Helen Wardell, Mrs. John Wardell, Misses Lillian and Charlotte Wardell, C. Comegys, Miss Margaret Comegys, Mrs. H. C. Comegys and Miss Mary Comegys. / **BEYROUT, SYRIA.** / Rev. and Mrs. William Jessup, Theodosia, Elizabeth and Helen Jessup, of Beyrout, Syria. / **HONESDALE. /** Hon. C. C. Jadwin and wife, Dr. and Mrs. D. D. Pierce, David Jadwin and Miss Grace Jadwin. **/ NEW YORK CITY. /** Lieut. Col. Edgar Jadwin, U. S. A., Cornelius Jadwin, Miss Charlotte Jadwin, Mr. and Mrs. O. H. Jadwin, Miss Marie Jadwin, Mrs. Bessie Anderson and son Brian, Messrs. Palmer, Paul, Stanley and Donald Jadwin. **/ CARBONDALE. /** Mr. and Mrs. H. B. Jadwin, Mrs. M. J. Shields and children, Henry and Eloise, R. A. Jadwin, Mr. And Mrs. T. L. McMillan and son James, Miss Mabel Jadwin, Hal. H. Jadwin, Mrs. John Jadwin, Misses Susan, Augusta, Florence, Gladys, and Amber Jadwin, John Jadwin, Misses Helen Alexander and Edith Fowler." *(Carbondale Leader*, August 12, 1899, p. 5)

Obituary of Mrs. Alice (Plumb) Jadwin, widow of Henry B. Jadwin, published in *Carbondale Advance* of September 11, 1880, p. 3. Mrs. Jadwin, whose residence was on 7th street, died on September 3, 1880, aged 67 years.

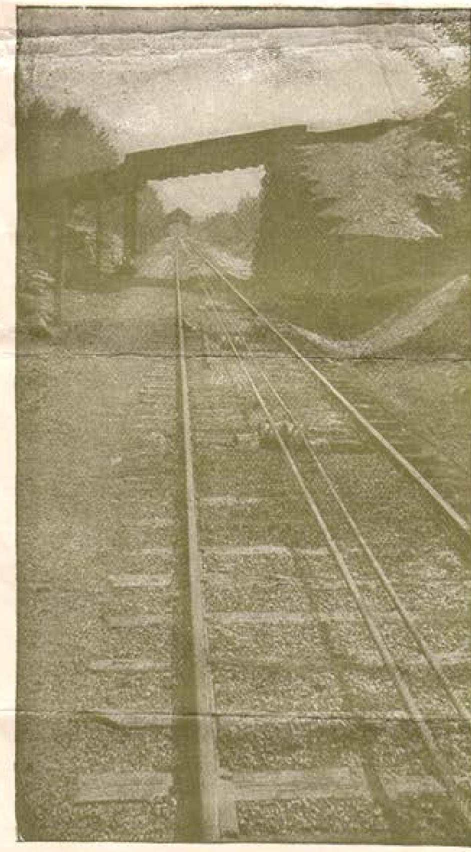
In March 2009, John V. Buberniak discovered for sale on the Internet a broadside (7 7/8" x 18 3/8") advertising one of these Erie excursions (August 21, 1899) to Carbondale. He purchased it and sent it to the Carbondale Historical Society as a gift. The seller was "Calison, P. O. Box 837, Wallkill, NY 12589.

Here is that broadside, which we have scanned as a single image, but which we present here on the following two pages:


Midsummer Recreation!
DELIGHTFUL
ERIE
EXCURSION
Through the heart of the
Pennsylvania Mountains and Coal Regions
Carbondale
AND RETURN
THE SHEPHERD'S CROOK.
Via Honesdale and
D. & H. Company's
Gravity Railroad

Looking up Plane No. 2. The bridge shown here is that on the Cripple Car track.

STOPPING AT BEAUTIFUL



FARVIEW

Monday

August 21

1899

The midsummer glories of mountain and valley are nowhere more delightfully combined than in this region of which Washington Irving spoke in terms of highest praise more than fifty years ago.

In writing to his sister, in this same month of August, year 1841, he mentions **"A constant succession of scenery that would have been famous had it existed in any part of Europe."**

It is no less beautiful now than it was when Irving made the greater part of his delightful journey by the slow canal boat, but the traveler of to-day commands much easier means of access. Now the railway passes directly through the heart of the mountains, climbing higher and higher, and finally reaching the very top of the Moosic Range, an altitude of 2,000 feet above the sea.

Farview needs little description—it speaks for itself. A beautiful park on the mountain-top, observatories, charming walks and drives, and magnificent scenery, make it an ideal spot for a day's outing.

Let everyone enjoy this delightful recreation trip.

NOTE THE TRAIN SCHEDULE AND LOW EXCURSION RATES:

	A.M.	Rates
Lv. SUFFERN	7.10	$1.50
" HILLBURN	7.12	1.50
" RAMAPO	7.15	1.50
" STERLINGTON	7.17	1.50
" SLOATSBURG	7.20	1.50
" TUXEDO	7.28	1.50
" SOUTHFIELDS	7.36	1.50
" ARDEN	7.41	1.50
" TURNERS	7.47	1.50
" MONROE	7.52	1.35
" OXFORD	7.58	1.35

	A.M.	Rates
Lv. NEWBURGH	6.42	$1.50
" NEW WINDSOR	6.51	1.50
" VAIL'S GATE JCT.	6.56	1.50
" SALISBURY MILLS	7.06	1.50
" WASHINGTONVILLE	7.12	1.50
" CRAIGVILLE	7.22	1.50
Lv. GREYCOURT	8.06	$1.35
" CHESTER	8.09	1.35
" GOSHEN	8.17	1.25
" NEW HAMPTON	8.24	1.25

	A.M.	Rates
Lv. MIDDLETOWN (Main St.)	8.30	$1.25
" MIDDLETOWN	8.33	1.25
" HOWELLS	8.41	1.25
" OTISVILLE	8.51	1.25
" GUYMARD	8.59	1.25
" PORT JERVIS	9.15	1.00
" POND EDDY	9.38	1.00
" PARKER'S GLEN	9.46	1.00
" SHOHOLA	9.56	1.00
" LACKAWAXEN	10.07	1.00

Arrive HONESDALE 10.50 A.M., FARVIEW 11.50 A.M. and CARBONDALE 12.25 Noon.

RETURNING, Leave { CARBONDALE .... 4.00 P.M. / FARVIEW .... 4.30 " / HONESDALE .... 5.45 " } Arrive NEWBURGH .... 9.20 P.M. / " SUFFERN .... 9.35 "

TICKETS AND COMPLETE INFORMATION CAN BE OBTAINED ON APPLICATION TO AGENTS.

D. W. COOKE,
Ass't General Passenger Agent.

D. I. ROBERTS,
General Passenger Agent.

Chas. B. Reed, Printer, 143-148 Worth St., New York.

Here are two details from the above broadsheet:

The midsummer glories of mountain and valley are nowhere more delightfully combined than in this region of which Washington Irving spoke in terms of highest praise more than fifty years ago.

In writing to his sister, in this same month of August, year 1841, he mentions "**A constant succession of scenery that would have been famous had it existed in any part of Europe.**"

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Farview needs little description—it speaks for itself. A beautiful park on the mountain-top, observatories, charming walks and drives, and magnificent scenery, make it an ideal spot for a day's outing.

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" SOUTHFIELDS	7.36	1.50
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" OTISVILLE	8.51	1 25
" GUYMARD	8.59	1.25
" PORT JERVIS	9.15	1.00
" POND EDDY	9.38	1.00
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TICKETS AND COMPLETE INFORMATION CAN BE OBTAINED ON APPLICATION TO AGENTS.

Note that arrival and departure times from Farview are given in this time table.

Here, from the *Carbondale Leader* of August 21, 1899 (p. 5), is the account published by that paper of the August 21 trip announced in the broadsheet given above. This article, and several others which we have presented above, make it very clear that Carbondale needed at that time a visitors' bureau / welcome center.

"LOOKING FOR 'COAL FIELDS.' / Carbondale Crowded With Excursionists from Southern New York Towns—Lack of Amusement. / One of the six hundred excursionists brought to this city today by the Erie approached a gentleman on Main Street with the query: 'Where do excursionists generally put in the three hours time allotted them.' We expected to be landed in a park or grove of some kind [This man had probably heard about Farview Park and was expecting to spend time there during this outing.] continued the gentleman. He was directed to the nearest coal breaker to take in the sights and advised to take the 3:09 train to Farview. / Another man approached a gentleman standing in front of the Hotel Anthracite with the query: 'Where is the park?' [Looking for Farview Park, I would guess.] / The place was pointed out and the man started with his family across the street, had barely crossed when he returned with the second query: 'Can you go in?' After being assured that the fence was placed there only to keep cows, swine and other domestic animals out he proceeded on his way and was seen later with the family eating their luncheon on the lawn. Other parties followed and soon all the shaded places were filled with people who sent out and bought beer by the dozen bottles turning Memorial park into a 'beer garden' for the time being. / These people were from parts in southern New York, near Port Jervis and Monticello. They arrived here at half-past one o'clock and their train left again at four. Many of them had never visited the coal regions before and someone started the story shortly after their arrival that a big man with whiskers was looking for the 'coal fields' and some one had directed him to Coalbrook where there was a large field where the coal was about 'half ripe.' " *(Carbondale Leader,* August 21, 1899, p. 5)

Father Hussie's Parish from Plains picnicked at Farview on Saturday, August 26, 1899:

"GOING TO FARVIEW. / Father Hussie's Parish to Picnic at That Resort Saturday. / Rev. Father Hussie, pastor of Sacred Heart church, Plains has issued the following to his friends: / 'The undersigned ventures to make the excursion of the Sacred Heart congregation to Farview on Saturday, Aug. 26, of interest to you. This congregation has been burdened with debt and the work of mortgage burning has been assigned to me. You can readily realize the difficulties of the position. Be pleased to join my friends in their efforts to relieve me of embarrassment of failure, assuring you that the result of your assistance will be highly regarded.' " *(Carbondale Leader,* August 21, 1899, p. 5)

The second of three weekly excursions to Carbondale, organized by the Erie Railroad for September 1899, arrived in Carbondale on September 9. There were 763 excursionists from Paterson, Newark, Jersey City, and New York City in the excursion. Many stopped at Farview.

Carbondale was recognized by the Erie as a regular excursion destination, and tickets for these excursions to Carbondale, which included a ride over "the old gravity," were on sale at all Erie ticket offices.

"TODAY'S 'ERIE' EXCURSION. / Many people from the Larger Cities View the Sights Hereabouts—Advertising Carbondale. / Seven hundred and sixty-three excursionists from Paterson, Newark, Jersey City, New York city and intermediate points arrived in this city on the Erie excursion at two o'clock today, crowding the hotels and restaurants and walking up and down the main thoroughfare 'sight-seeing' until train time. / For once the weather was favorable. It was an ideal day for an excursion and many more stopped at Farview this time than of the last one. It was of the usual typical order of excursionists, young and old, large and small and all trying to see as much as possible in the two hours allotted them to remain here. / It was the second of the three weekly excursions advertised by the Erie for this month. Some of those who came on it were not prepared for outdoor riding and found the trip over the Honesdale branch rather chilly. As a refreshment car was attached to the train as far as Honesdale there was not the usual rush for dinner in this city. / Carbondale has been widely advertised by these excursions. The New York papers have been full of them and dodgers describing the trip and this city have been distributed throughout the metropolis as well as the smaller cities along the line. In addition to this the Erie company now recognize Carbondale as a regular excursion point and have placed on sale at all its ticket offices in this vicinity excursion tickets over the old gravity. These are good to return on till August 31. In the list of excursion resorts with which Carbondale is advertised by them appear Atlantic City, Chautauqua, Cooperstown, Long Branch, Narragansett Pier, Niagara Falls, Saratoga and Ocean Grove." (clipping in Gritman scrapbook from the *Carbondale Leader*, dated, September 9, 1899, p. 5)

Given in the Gritman scrapbook immediately after the preceding clipping is the following clipping:

"Cleared $35. / The ladies of Trinity guild who served luncheon for the New York excursionists yesterday, cleared about $35 by their enterprise."

Six days later, on September 15, 1899, another Erie excursion, in two sections, from New York arrived in Carbondale. There were 972 people in this excursion, which stopped at Farview.

"972 Excursionists. / The Erie ran an excursion from New York to Carbondale today. There were two sections of the train containing 588 and 384 passengers respectively.—*Port Jervis Gazette."(Carbondale Leader*, September 15, 1899)

Among those excursionists from the New York area was Alonzo Williams of Patterson, New Jersey. Mr. Williams spent his boyhood years in Carbondale and moved from Carbondale in 1851. He now has an office on Wall Street in New York.

"AFTER TWENTY-FIVE YEARS. / Alonzo Williams Finds Many Changes in Carbondale. / The attractions of Farview do no wane, even if competitors are striving to attract to other points. Yesterday, the excursion from New York and New Jersey points brought with it Alonzo Williams, of Patterson, N. J., whose boyhood was spent in Carbondale. He left Carbondale in 1851, and had visited it the last time about twenty-five years ago. He noticed the great changes made since his visit in the growth of the town, but greater in the absence of all his school boy mates. As he named them, one after another, the only answer we could give him was 'They are dead.' Mr. Williams now has an office on Wall street, New York. / Most of the excursionists were greatly disappointed in realizing the pleasures they left home to enjoy. They came out for a summer day ride but nearing Farview, 1900 feet above the homes they left, they found they needed winter clothing, instead of the summer attire they had on, and their complaint was that they were nearly frozen." *(Carbondale Leader,* September 15, 1899)

Tourism is good for business. The Trinity Guild served luncheon to the excursionists from the New York area and cleared $46:

"Cleared $46. / The Trinity Guild, who served luncheon to the excursionists from New York yesterday cleared about $46." *(Carbondale Leader,* September 15, 1899)

In November of 1899, there was talk of the erection of a big hotel at Farview. At that time, there were also about 500 men from Carbondale who still worked daily at Farview and Shepherd's Crook. P. J. Foster, a long time Gravity Railroad employee, is still in the employ of the Delaware & Hudson at his old post at No. 3 stationary engine, which is now used to haul coal to the Racket Brook breaker.

"A BIG HOTEL AT FARVIEW. / The Erection of One Is Predicted by a Railroad Man—Notes Along the Old Gravity Line. / It was predicted yesterday by a railroad man that Farview would be the scene next year of more life than it has witnessed in many seasons. He spoke confidently along this line and every one in this city will hope that his words will come true. His source of information was not revealed, however. The project that he conceived would be carried out in the building of a big hotel there and extra efforts being put forward to boom the pretty resort in all towns hereabouts and even in New York city. / 'There was considerable talk a year ago,' he said, 'about the abandonment of the Gravity throwing many men out of work and thereby hurting the city. Some did lose positions but there are more than ever employed along the line today and I think will be for some time. There are about 500 men from this city [Carbondale] employed at Farview and Shepherd's crook. They leave this city each morning at 6 o'clock by special train of big coaches. They reach here again shortly before 6 p. m., and attract much attention when they troop down Lincoln avenue There are so many of them that they fill the sidewalk for blocks.' / It is seldom that a man lives to see the inception and the destruction of a great railway line. P. J. Foster of this city [Carbondale] has, however, that distinction and also that of being the first and last to go over a portion of its line. It was the Shepherd's crook which was dispensed with on Sunday [11-19-1899]. On Saturday night [11-18-1899] Mr. Foster came

over the famous curve on the last train and then felt certain that he had broken all records. He is still in the employ of the Delaware & Hudson at his old post at No. 3 stationary engine which is used to haul coal to the Racket Brook breaker." *(Carbondale Leader*, November 23, 1899, p. 2)

After the closing of the Gravity Railroad and the conversion of the Gravity line to a steam locomotive line, the D&H produced a flyer about Farview Park, "The Mountain Top Excursion Resort on the Line of the Delaware and Hudson Railroad. (Honesdale Branch)." Here are three pages from that flyer:

FARVIEW * PARK.

The Mountain Top——

——Excursion Resort.

ON THE LINE OF THE

DELAWARE AND

HUDSON RAILROAD.

(HONESDALE BRANCH.)

EXCURSION RATES, ETC.

J. W. BURDICK,
Gen'l Passenger Agent,
ALBANY, N. Y.

H. W. CROSS,
Dist. Passenger Agent,
SCRANTON, PA.

C. R. MANVILLE, Supt., CARBONDALE, PA.

FARVIEW PARK

On the Summit of the Moosic Mountains, 2,000 feet above sea level, the finest pleasure and picnic resort in Pennsylvania, is situated about midway between Carbondale and Honesdale, on the line of the old Gravity Railroad.

The grounds and location are unrivalled for family parties, Church, Sunday School and Society Excursions. They have been fitted up by the Delaware & Hudson R. R. with every convenience of a first-class day resort. The grounds, observatories, buildings, walks and drives are free to all patrons, while the charm of marvelous mountain-top views in all directions, and the invariably comfortable temperature in the hottest weather, cannot fail to be appreciated. Special low fare excursion tickets for family and other small picnic parties are on sale at all stations between Carbondale and Wilkes-Barre, inclusive.

Applications to the undersigned for excursion dates, rates, etc., or any other information, will receive prompt attention.

H. W. CROSS,
District Passenger Agent,
OFFICE, D. & H. STATION, SCRANTON PA.

The page from this flyer titled "Excursion Rates to Farview" is very interesting. From it we learn that:

- Special round-trip rates from many destinations were offered for parties of five or more

- Special excursion rates were offered for groups of from 50 to 500 persons, with half rates for children between the ages of 5 and 12

- A special train will be made available for groups of 200 or more persons

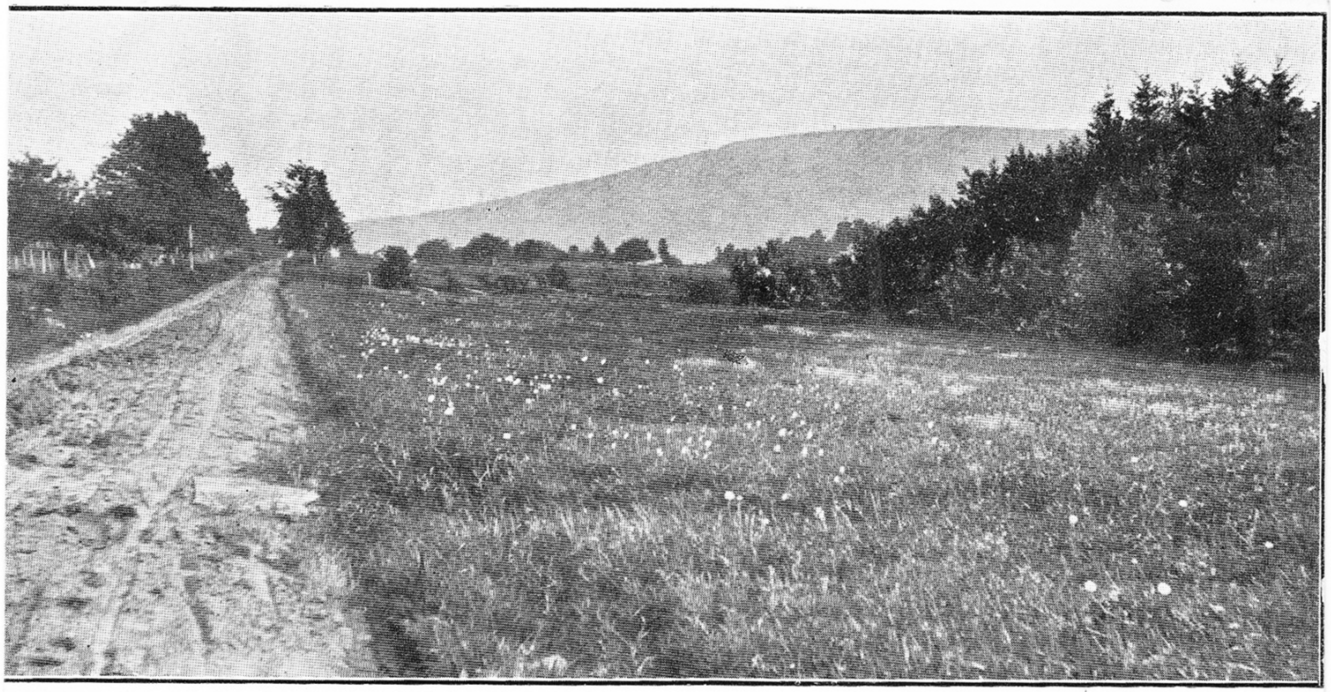
EXCURSION RATES TO FARVIEW.

SPECIAL TRAIN FOR 200 OR OVER.		50 to 99 persons.	100 to 149 persons.	150 to 199 persons.	200 to 249 persons.	250 to 299 persons.	300 to 349 persons.	350 to 399 persons.	400 to 449 persons.	450 to 499 persons.	500 or more persons.
Honesdale,	Adults	$0.50	$0.35	$0.35	$0.30	$0.30	$0.30	$0.30	$0.30	$0.30	$0.25
Carbondale,	"	.30	.30	.25	.25	.25	.25	.25	.25	.25	.25
Mayfield,	"	.50	.40	.35	.35	.30	.30	.30	.30	.30	.30
Jermyn,	"	.50	.40	.35	.35	.30	.30	.30	.30	.30	.30
Archbald,	"	.55	.45	.40	.35	.35	.35	.35	.35	.35	.30
Winton,	"	.55	.45	.40	.35	.35	.35	.35	.35	.35	.30
Peckville,	"	.55	.45	.40	.35	.35	.35	.35	.35	.35	.30
Olyphant,	"	.65	.55	.55	.50	.45	.40	.35	.35	.35	.35
Dickson,	"	.65	.55	.55	.50	.45	.40	.35	.35	.35	.35
Providence,	"	.75	.60	.57	.54	.51	.48	.46	.44	.42	.40
Green Ridge,	"	.75	.60	.57	.54	.51	.48	.46	.44	.42	.40
Scranton,	"	.75	.60	.57	.54	.51	.48	.46	.44	.42	.40
Steel Works,	"	.75	.60	.57	.54	.51	.48	.46	.44	.42	.40
Minooka,	"	.90	.70	.70	.65	.65	.60	.60	.55	.50	.45
Moosic,	"	.90	.70	.70	.65	.65	.60	60	.55	.50	.45
Avoca,	"	.90	.70	.70	.65	.65	.60	.60	.55	.50	.45
Pittston,	"	.90	.70	.70	.65	.65	.60	.60	.55	.50	.45
Yatesville,	"	1.00	.80	.80	.75	.75	.70	.70	.65	.60	.55
Laflin,	"	1.00	.80	.80	.75	.75	.70	.70	.65	.60	.55
Hudson,	"	1.00	.80	.80	.75	.75	.70	.70	.65	.60	.55
Miners Mills,	"	1.00	.80	.80	.75	.75	.70	.70	.65	.60	.55
Parsons,	"	1.00	.80	.80	.75	.75	.70	.70	.65	.60	.55
Wilkes Barre,	"	1.00	.80	.80	.75	.75	.70	.70	.65	.60	.55

Children between the ages of 5 and 12 years, half of above rates—minimum 25 cents (exception Carbondale—20 cents).

Rates made for parties of five or more travelling together, to Farview and return: Honesdale, 50 cents; Jermyn, 60 cents; Archbald, 65 cents; Peckville, 75 cents; Olyphant, 80 cents; Dickson, 90 cents; Providence, $1 00; Green Ridge, $1 00; Scranton, $1.00; Pittston, $1.25; Wilkes-Barre, $1.50.

Given on the following page is a photo post card by L. Hensel titled *"No.263. On the Pike to Waymart, Farview in the Distance, Wayne Co., Pa."* Photo in the collection of the Carbondale Historical Society. We have not yet determined the exact location where this photograph was taken. To the sender of this post card, however, this was "a familiar road" (see hand written note below the photo).



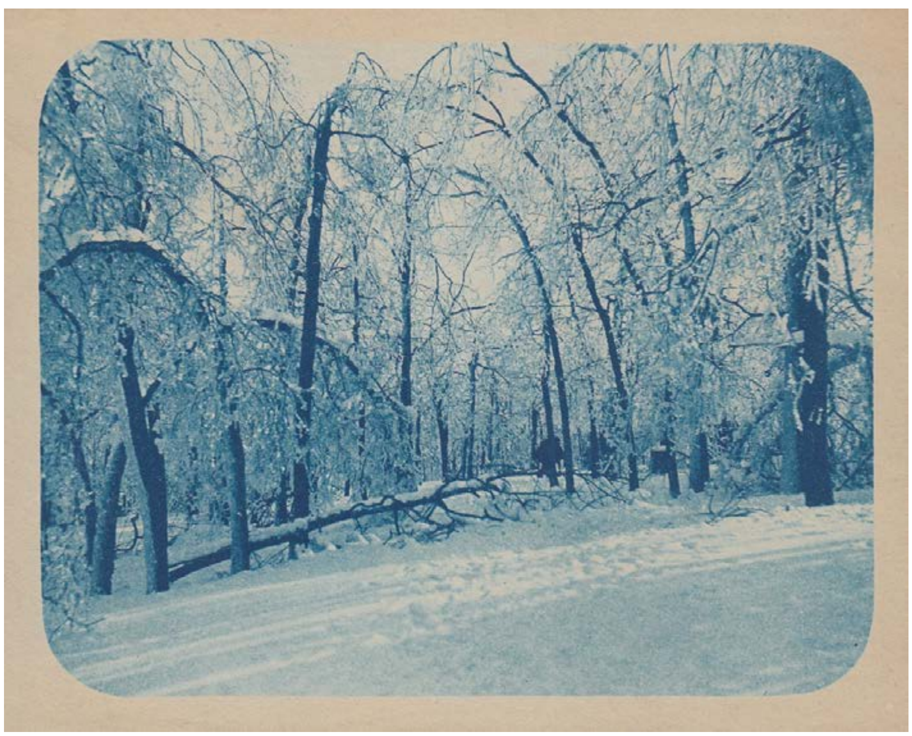
No. 263. On the Pike to Waymart, Farview in the Distance, Wayne Co., Pa. PUB BY L. HENSEL, HAWLEY, PA

Dear Rexford. This is a familiar road.

We will conclude this look at Farview Park, which is described in the flyer given above as "the finest pleasure and picnic resort in Pennsylvania," with four photographs of Farview Park that were taken following an ice storm.

These photographs are in the archives of the Carbondale Historical Society. The date that these photographs were taken has not yet been learned.









0920

Other Parks in the Carbondale Area

There were four other named picnic or amusement parks in the greater Carbondale area the late nineteenth century. They are: Alumni Park, Anthracite Park, Lackawanna Grove, and Murdock's Grove

Alumni Park

Not a great deal is known about this park at present.

Alumni Park was in Mayfield. The address given for Alumni Park in the *Carbondale City Directory. For 1895-96.* Published by Taylor's Directory Company (Scranton, PA), p. 22, is "North of Carbondale Traction Co's. power house n[orth of] Mayfield Yard N. Y. O. & W. R. R." Alumni Park may have been established by the Carbondale Traction Company.

From the space ad that was published in the June 2, 1899 issue of the *Carbondale Leader* (p. 8), we learn that the park must have been quite large (Pawnee Bill's Wild West Show could take place there) and that one could go there by a D&H train (and possibly by the cars of the Carbondale Traction Company). Here is that ad:

"THE D. & H. RR. Will run SPECIAL TRAINS Between Carbondale and ALUMNI PARK To Pawnee Bill's Wild West Show, MONDAY, JUNE 5 Trains leave Carbondale 1:30 and 7:30 p.m. Ample accommodations for returning."

The 1899 football season opened on September 30, 1899 with a game at Alumni Park between the Carbondale Indians and an Archbald team:

"FOOTBALL SEASON. / It Opened With Today's Game at Alumni Park. / This is ideal football weather and with today's game at Alumni park the season can be said to be fairly opened here. The contestants will be the famous Carbondale Indians and an Archbald team. The game will be called at half past three o'clock. / The Mayfield foot ball team has been reorganized for the coming season. James Murray was elected captain. The first game will be with Archbald on Oct. 7. . . *(Carbondale Leader*, September 30, 1899, p. 5)

Anthracite Park

Anthracite Park was located at the north end of the D&H yard in Carbondale. The park opened in 1894 and closed in 1899. A very wide range of sporting events and activities took place at Anthracite Park during its short lifetime: baseball games, bicycle races, dancing, field sports, horse races (trotting and pacing), variety shows, running team races to road wagons, vaudeville performances, wheelbarrow races, sack races, potato races, hundred-yard and half-mile foot races, circuses (one with a balled direct from the Grand Opera House in Paris), and possibly other kinds of events about which we have not yet learned.

In the *Carbondale City Directory. For 1895-96,* published by Taylor's Directory Company, the address for Anthracite Park is given, on page 22, as "Belmont. Simpson"

Anthracite Park is shown on page 7 of May 1896 Sanborn-Perris Map Co., Limited (117 & 119 Broadway, New York) *Map of Carbondale, PA.*

The park covered a large area to the west of Belmont Street in Simpson. In what appears to be about the center of the park, there is a printed note on the map which reads "1 1/4 Miles N. of City Hall." The Clarence D. Simpson and Thomas H. Watkins General Store in Simpson was located on the east side of Belmont Street at about the center of the park. The entrance to the park, on the west side of Belmont Street, was just a little to the south of the Simpson and Watkins store. At the south end of the park, and running parallel to Belmont Street was a large rectangular building identified as "GRAND STAND." The area in front of the Grand Stand is identified as "BASE BALL GROUNDS." The Grand Stand was located just a little to the south of the point where "Harrison" [Avenue] feeds into Belmont Street from the east. Five detached residences, all of exactly the same design are located on the east side of Belmont Street directly opposite from the site where the Grand Stand was located. The northernmost of those five houses is at the southeast corner of the intersection of Harrison and Belmont. At the north end of the park, a little to the north of where the Park Hotel stood on the east side of Belmont Street, are located three large rectangular buildings that ran parallel with Belmont Street, two of those buildings situated in front of the third, and all three of which are identified as "EXHIBITION BUILDINGS."

The site on which Anthracite Park was constructed in 1894 was, in the 1870s, used for baseball games and circuses. From an article in the *Carbondale Leader* for June 16, 1877, we know that the Great Roman Hippodrome, Circus and Menagerie "will pitch its tent on the baseball grounds, above the depot, on Saturday of this week." To accommodate that circus, the park had to be fairly large because, from the article about that circus given below, we learn that that circus claims "to cover three acres with canvas, and to have seats for 8,000 people."

"The baseball grounds above the depot": the depot in question in 1877 would have been the Dundaff Street station. "Baseball grounds above the depot" would mean that those baseball grounds were located "on the flats" at the north end of what would become the D&H yard.

Here is the complete text of the article from the *Carbondale Leader* about the arrival of the Great Roman Hippodrome, Circus, and Menagerie in Carbondale in June 1877:

"The Great Roman Hippodrome, Circus and menagerie will pitch its tent on the baseball grounds, above the depot, on Saturday of this week. Two performances will be given, one at two o'clock in the afternoon, and the other at eight in the evening. This concern travels altogether by rail, and it is said to be one of the best shows on the road this season. They claim to cover three acres with canvas, and to have seats for 8,000 people. They advertise to have fifty star performers and seven lady artistes. The two and four-horse chariot races are among the most exciting features of the entertainment. A steam piano accompanies the procession, which is claimed to have cost $10,000. Doors will be open at one and seven o'clock. Admission fifty cents. Take the little ones and let them once more enjoy the excitement of the circus ring." *(Carbondale Leader,* June 16, 1877, p. 3)

From an article in the *Evening Leader* in May 1899 about the closing of Anthracite Park in 1899, we learn that Anthracite Park was laid out by the Carbondale Traction Company in 1894. In 1899 it became a D&H coal storage area.

"AT THE PARK. / Preparations Being Made by Traction Company to Remove the Fence—Storing Coal. / Anthracite park which is soon to disappear as an amusement resort was laid out by the Traction company in 1894 at an expense said to be over $15,000. It was a big city enterprise and much was expected from it. The location was in most respects excellent but the towering hills alongside did much to detract from the gate receipts at each event as they provided elevated seats for spectators free of charge. The park was, therefore, seldom a money maker except in the case of the first races under the auspices of the Gentlemen's Driving club. Excellent baseball games were seen there in 1895 but the paid admission only met expenses on a few occasions. / The Traction company have had men at work estimating the amount of lumber in the fence which is over a mile long preparatory to taking it down. As the dumping grounds at Honesdale have been done away with it was necessary to select some other point for the purpose and Anthracite park is the most favorably suited. The company always mine their allotment of coal each year and as the market at times does not demand the entire amount taken out it is necessary to dump a portion till the next busy season ensues. It is probable that one or more steam shovels will be used there for re-loading in the fall." *(Evening Leader,* May 23, 1899, p. 3)

For the 1895 season, Anthracite Park, still incomplete, opened on April 19:

"OPENING OF THE PARK. Onadaga [sic] Injuns Scalped / The Home Team Batted Out Base His and Ran Around Bases Until They Got Tired Piling Up 60 Runs to the Redskins' 6—Features of the Latest. / Anthracite Park was thrown open to the public yesterday and a

season of what promises to be unequalled sport was inaugurated. The park is, of course, still incomplete. The grand stand is a thing of the future and there is much grading to be done. / A vast work has been accomplished there, however, considering the weather conditions of late and in the next few days a transformation may be expected. / Visitors to the park yesterday were struck with the natural beauties of the place and the admirable ways in which they were being taken advantage of by those engaged in laying out the new lines. There is a board walk leading in from the big gateway and several terraces sloping down to the tiny brook that runs through the field. The racing track is in course of completion and the judges' stand was finished yesterday. / The debut of the new Carbondale baseball club was the attraction of the park yesterday." (clipping in Gritman scrapbook, dated April 20, 1895)

The grand opening of Anthracite Park in 1895 took place in early May, with Carbondale Mayor Eli Hendrick throwing the first ball over the plate. The Mozart Band were engaged for the occasion.

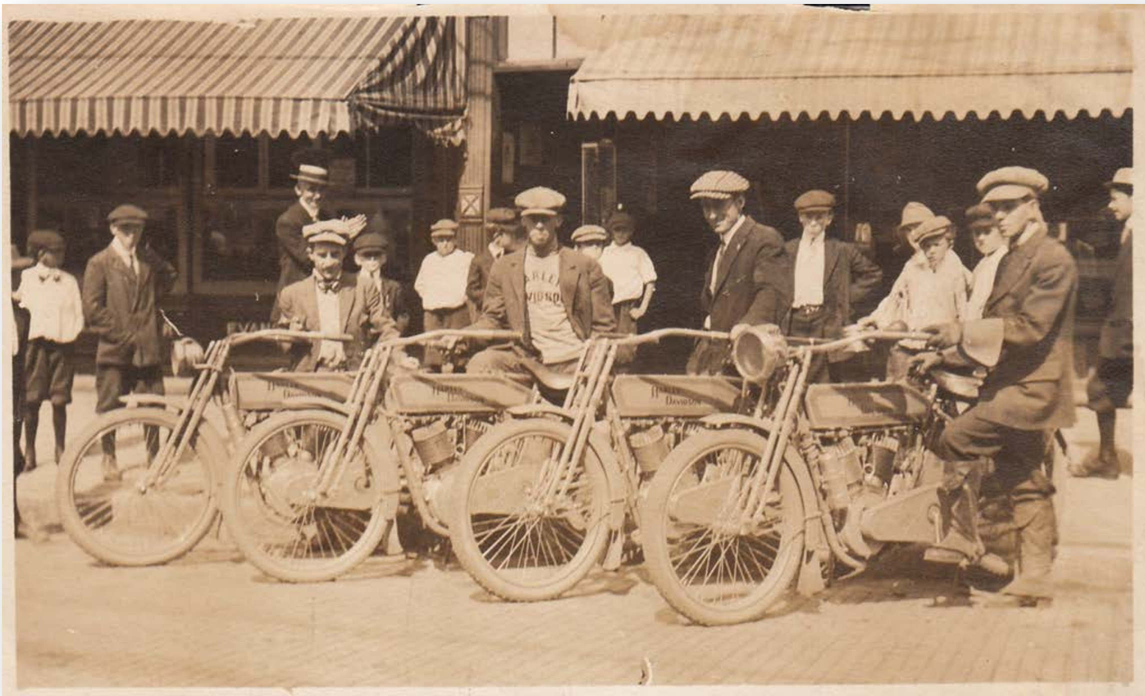
"**OPENING OF THE SEASON. / Mayor Hendrick and a Band to Assist at Anthracite Park. /** Tomorrow will be a big day at Anthracite park. It is proposed if possible to have a parade of the ball clubs from one end of the street car line to the other. They will occupy an open car and be accompanied by a band. Mayor Hendrick has consented to throw the first ball over the plate. Invitations to the event will be tendered the clergymen, city officials and other notables and the opening will be an auspicious one. A band of music will entertain the company and other details for the entertainment and comfort of the spectators will be arranged. / The Mozart band have been engaged for the occasion and they will render a concert program at the park before the game begins. The band will report at Hotel Anthracite at 1 o'clock when they will take a street car for Archbald. In that place and Jermyn a number of selections will be rendered. Returning to this city at 2:30 they will head a procession through the principal streets of the Hazleton and Carbondale clubs before proceeding to Anthracite park. There will be an immense turnout to see the game if the weather remains favorable." (clipping in a Gritman scrapbook, dated Saturday, May 3, 1895)

On Thursday, June 27, 1895, bicycle races, under the auspices of the Carbondale Cycle Club (newspaper clipping in Gritman scrapbook, dated Friday, June 28, 1895) took place at Anthracite Park. During the intervals in the races, the Mozart band gave concerts. Here is that clipping:

"FAST RACERS AT ANTHRACITE PARK. / The race at Anthracite park yesterday furnished a delightful afternoon's spot for the crowds who were the patrons of the first national circuit meet held in this city under the auspices of the Carbondale cycle club. The members of the club had worked long and earnestly for the success of the meet and their efforts culminated in a series of brilliant dashes yesterday. / The only thing in which the meet was lacking was fine weather and this was beyond the control of the local committee. The arrangements had been made in that thorough manner. / One of the features of the day was the riding of W. H. Crago of this city. He easily won the Carbondale club championship and would have been successful

in his other entry, the one mile novice race, but for an unfortunate accident. His trainer did not give him a good start and as a consequence he was thrown against the fence. He at once remounted and even under this disadvantage came in second. / There was a goodly attendance despite the forbidding aspect of the heavens—but it would have been much larger under more favorable weather conditions. Surrounding towns expected to send large delegations and these were debarred by the expected postponement of the meet. A telegram from Honesdale at noon stated that it was raining hard in the Maple city. Many therefore stayed at home and this was but one of the instances that accounted for the lack of expected patronage at the park. / WANTED TO STAY IN LINE. / Among the bright little lads of this city is Clarence Giles. He is also an enthusiastic bicycle rider and had anticipated yesterday's events with much pleasure. He started out bravely with the parade yesterday morning and held his own for the first round of the outlying streets. As the cyclists came up Main street however the pace grew too fast for his little feet and at Lincoln avenue he had to fall out. He sat down on the curb stone and as the parade passed out of sight the tears welled up into his eyes. Several bicyclists who happened along comforted him and gave him a lift to a point at which he could again get into line with the local club. / GREAT FANCY RIDING. / One of the pretty exhibitions of the day was the trick riding by Sid Black of Cleveland. He is the champion trickster of the United States and his feats yesterday were loudly applauded. Had the club known that they would be able to make satisfactory arrangements with Black he would have been billed as one of the features of the day. He appeared in a wine colored suit his velvet jacket button high at the throat. Black was here some years ago and was surprised yesterday at the recent changes in the city." (Carbondale newspaper, Friday, June 28, 1895)

Shown below is a photograph of four members of the Carbondale Cycle Club and their Harley Davidson motorcycles.



Four members of the Carbondale Cycle Club and their Harley Davidson motorcycles. Photo taken on Main Street in Carbondale. On the far right is Clell Anderson (father of Louise Anderson); second from the right is the father of Bill Wallis. The member on the far left appears to be Abe Sahm, who was Mayor of Carbondale, 1908-1912. Photograph donated to the Carbondale Historical Society in 2007 by Louise M. Anderson, daughter of the cyclist on the far right.

In late December, 1895, Anthracite Park was flooded when the Lackawanna River overflowed, but the race track there was not damaged by the flood waters:

"At Anthracite Park last night nature, in short order, accomplished what W. J. Byrne spent weeks and hundreds of dollars to effect, without avail. The river overflowed and filled the basin with water. Three or four acres are covered and a good freeze up is all that is needed to make good skating. It seems to be the opinion that the basin will retain the water. The track [trotting and pacing horse races were held here] has not been damaged to speak of but if the water had risen a few inches higher it would have been." ("Silk Mill Flooded, Damage Done by Last Night's Violent Rain Storm," clipping, dated December 30, 1895, in scrap book at Historical Society)

When Anthracite Park opened in 1898, the race course there was governed by the rules of the National Trotting Association. Six horses in the stables there would take part in the Decoration Day races at the park. Four of those horses belonged to J. M. Sherwood of Scranton, and two of those horses belonged to Z. C. Bell of Carbondale. A baseball game was also scheduled for Decoration Day, as were field sports and dancing in the evening:

"**FINE SPORT AT THE PARK / A Great List of Races Has Been Arranged for the Opening on May 30. /** Extensive preparations are being made for the opening of Anthracite park which will occur on Decoration day. The race course will hereafter be governed by the rules of the National Trotting association, which will add greatly to the interest of the events of this season. Riders and drivers of previous seasons have taken advantage of the fact that it was not an association track refusing to obey the starter knowing that his fines though imposed could not be enforced. / . . . There are six horses at the stables in the park at present, four belonging to J. M. Sherwood, of Scranton and two to Z. C. Bell of this city. . . . The horses that will take part in the Decoration Day races and their marks as far as we can learn are . . .The track is reported to be in excellent condition, the management having expended much time and money on this improvement. Aside from the track events on Decoration day there will be a baseball game, field sports and dancing in the evening." *(Evening Leader*, May 6, 1898, p. 6)

Three days before the grand opening on Decoration Day in 1898, "a beautiful decorated car conveying the Germania band was seen upon the streets [of Carbondale] advertising the opening of Anthracite Park on Decoration Day." The car proceeded down the valley, announcing the opening. On the 28th, that same car traveled to Forest City and Vandling. The outlook for the season was good, with Messrs. Giles and Fee at the head of the Park.

THE OPENING OF THE PARK. / A Great List of Events Arranged for Memorial Day Under the New Management. / Last evening a beautiful decorated car conveying the Germania band was seen upon the streets advertising the opening of Anthracite Park on Decoration Day. Colored lights adorned the sides and ends of the car while the trolley pole was simply a blaze of light. A trip was made to Peckville and along the line enthusiastic crowds cheered the excellent music, beautiful display and speeches that were made from the platform as the car stopped at each town. Tonight the car will visit Forest City and Vandling. What promises to be one of the most eventful and prosperous seasons of amusement at the park will open Monday and with the Messrs. Giles and Fee at the head the pubic are assured a treat. / Horse racing, bicycle races, a variety show, ball game and dancing will be the general order of the day. . . " *(Carbondale Leader,* May 28, 1898, p. 2)

Opening day, Decoration Day, 1898, was a huge success at Anthracite Park. Nearly 4,000 persons paid admission to the park, and the horse races were all closely contested, enough to make them exciting. Between the heats the spectators were entertained by vaudeville performers. The show continued in the evening and dancing was added to the program. The vaudeville show was given throughout the first week following Decoration Day.

"INTERESTING HORSE RACES. / Nearly Four Thousand Persons Saw the Sport at Anthracite Park Yesterday Afternoon. / The races at Anthracite Park yesterday afternoon were enjoyed by the largest crowd that has ever assembled to witness contests on that popular race track. Nearly 4,000 persons paid admission. The races were all closely contested enough to make them exciting, though the fields were small in almost every case. The most exciting event, and the one that was by all odds the favorite with the populace, was a novelty that was not on the card. It was a running team race to road wagons. . . The drivers were George Giles and John Wedeman's. Mr. Wedeman's team was an oddity in itself as it consisted of a large boned sorrel and a diminutive black weighing little more than half as much as its mate. The little one showed himself to be the gamiest horse in the race, and pulled his heavy fellow to victory. Mr. Giles took the first heat, in 1.06. Mr. Wedeman won the next two in 1.05 and 1.07 respectively. / There was an exciting incident in the first heat of the green race. George Wilson, Dr. Niles' colored driver, held the ribbons behind P. H. McGeever's Carl M. E. A. Howell's Boy Fred had the pole, and Zip Bell's Prince was on the outside. As the trio turned into the first quarter the colored boy who was on a bicycle sulky was crowded between the two wooden vehicles of his competitors. The other horses broke, but he held his as steady as a clock, immediately took the lead, and came down the stretch two lengths in advance of the next. As he neared the stands spectators were surprised to see his wheels bent under him. / .Between the heats the spectators were entertained by vaudeville performers. The show continued in the evening and dancing was added to the program. The vaudeville will be given each evening this week." *(Evening Leader,* May 31, 1898, p. 6)

A broad range of activities were lined up for Independence Day at Anthracite Park: horse races (trotting and pacing, running team and others), wheelbarrow races, sack races, potato races, hundred-yard and half-mile foot races, and other like contests. Fifty horses are now stabled at Anthracite Park.

"THE FOURTH AT THE PARK. /. Races Arranged for Independence Day Which Will Draw a Large Crowd to the Popular Race Track. / There will be no need of Carbondale residents being at a loss for a place to spend Independence day in a fitting manner; for the management of Anthracite park are making arrangements for a program of unusual interest at their popular resort. The holiday races at the park have always been largely attended, but the crowd on the Fourth of July ought to break all records if the attractions offered are any criterion. A big card of horse races, trotting, pacing, running team and others are offered. Besides these

there will be interesting athletic events, which will be amusing and hotly contested. They will consist of wheelbarrow races, sack races, potato races, hundred yard and half mile foot races and other like contests. / . . There are now nearly fifty horses in the park stables, which are kept there for training purposes. Many of these are entered for the races, and there will be others from several cities. . . / Admission to the park for the afternoon events will be 15 cents. The races will begin at 2 o'clock promptly." *(Carbondale Leader,* June 24, 1898, p. 2)

In late May, 1899, it was announced that Anthracite Park would close, and that the D&H would again assume possession of the site, to be used to store coal. The last horse race meet at Anthracite Park , it was announced on May 22nd, would take place on Memorial Day, 1899:

"ANTHRACITE PARK GOING. / Our Race Course Will Soon Give Way to Big Coal Piles—Eighth Avenue Crossing. / The changes which the Delaware and Hudson company are making or have in contemplation around the city are so many and important as to claim all attention and discussion. The latest one to become generally known is that anticipated in the LEADER some days ago concerning Anthracite park. / This popular resort will soon be a thing of the past and in its place mountains of coal will rise. It is understood that the Traction company have been notified to vacate on or about June 10 and that the railroad company will then again assume possession. The land was rented to the Traction company for an indefinite period and only upon express agreement that it could be re-entered upon at any time the Delaware & Hudson needed it for their business. / That time has now arrived and the spot that has been the scene of many exciting sporting events will soon be transformed into a sober business place. It is to be used for storing coal—a novelty in this section which has known only culm piles. The park will be much missed by all and its absence will make a considerable difference in the life of Simpson. Its demolition will mean the end of horse racing in this city and as the last meet on that track will occur on Memorial day there will doubtless be a big attendance. . .*"(Carbondale Leader,* May 22, 1899, p. 5)

On June 3, 1899, what might have been the last show to take place at Anthracite Park, was a performance there by the Wallace Circus. There was a grand and highly successful circus parade through Carbondale on the day of the circus, followed by afternoon and evening performances. The circus performance was arranged in nineteen displays and eleven hippodrome events. An unusual feature of the circus was a ballet direct from the Grand Opera House at Paris. Here is the review of the Wallace Circus that was published in the *Carbondale Leader* of June 3, 1899:

1899: **"FINE PARADE, GREAT SHOW. / The Wallace Circus Visited by a Big Crowd This Afternoon—Some of Its Features./** This is the day when the school teachers' desks are piled usually with excuses; when the bookkeeper relinquishes his pen; the mill man becomes suddenly overcome by heat and the business man kindly takes his little boy to see the circus. The

great Wallace shows are in town. / Circus day is always a great day. The whole town turns out. Everybody get that disease known as elasticity of the thorax, and while the city bred ones pretend to make fun of their country cousins they are just as curious as the gingerbread and peanut consuming ones. / The circus arrived early. It was greeted by the usual big crowds who enjoy seeing a circus unload while at the park every resident of Simpson and his wife and sons and daughters were there to see the big canvas lifted. It was evident from the appearance of the circus as it was being unloaded and hauled to the park that it was the real thing. The horses were clean and well groomed and there was a brightness and nattiness about even the truck wagons which showed excellent care and wise management/ The parade moved from the park at 10 o'clock and made a good impression. There was plenty of music, lots of tinsel and red paint and fancy dressed men and women and calliopes, which are all that is necessary in a circus parade. The streets were lined with spectators and there were the customary ejaculations of delight when the pretty things went by. / The matinee was commenced at 2 o'clock and the entrance opened an hour earlier. The performance was arranged in 19 displays and eleven hippodrome events. There are some startling and new features in the programme well worthy the admiration of lovers of the art acrobatic. The Livingstons and Emma Donovan performed some astonishing feats on the aerial bar and trapeze. The Stirk family upset all the laws of gravitation by their remarkable performances on ordinary bicycles. Mlle. Norada French created a sensation by curling herself up in ball and rolling up an incline. The Nelson family excelled even their previous reputation for they had greater latitude than when on a stage. They are the greatest of all acrobats. William Melrose, the leading American horseback rider made a distinct hit. An unusual feature was a ballet direct from the Grand opera house, Paris. These are only a few features of the show picked at random. The bareback riding and trapeze work was all good and the clowns nearly caused a riot by springing some new jokes and doing 'new business.' Taking it all around it is a good show." *(Carbondale Leader,* June 3, 1899, p. 2)

During the Saturday afternoon performance of the Wallace Circus at Anthracite Park, a ringman for the circus, Jacob Zartman, aged about 45 years, died of heart failure.

"CIRCUS MAN'S DEATH. / An Employe of the Wallace Show Died While Lying Under a Tree on Saturday. / Jacob Zartman, aged about 45 years, unmarried, died suddenly at Anthracite Park, Saturday afternoon, while the performance of the Wallace circus was in progress. He had been with the circus aggregation fourteen years, and was what is known as a ringman. For some time past he had been in ill health and Saturday he was sitting between the main tent and the dressing tent, directing some affairs, when he called to a friend and asked him to take his place. He said he did not feel well, strolled across the park to the shade of a large tree, threw himself on the ground and died. Heart failure was said to be the cause. / The showman at once raised fifty dollars and placed it in the hands of alderman [Samuel Sheldon] Jones for the purpose of paying burial expenses. The remains were taken to McHale's undertaking rooms. It

was learned that a brother, Joseph Zartman, resides in Macy, Indiana, and a telegram was sent to him. / Alderman Jones empanelled the following jury: Thomas Leyshon, P. J. Neary, J. Hines, E. A. English, Michael Moran and E. J. McHale. The testimony of several witnesses was heard, and the case adjourned until this afternoon, when coroner Roberts will hold a post-mortem examination." *(Carbondale Leader,* June 5, 1899, p. 2)

A very detailed description of the coal storage facility that would take the place of Anthracite Park was published in the *Carbondale Leader* of July 22, 1899:

"THE PASSING OF THE PARK. / How Coal Will Be Stored There in the Near Future—Mammoth Carriers. / Those who have not visited Anthracite park lately would scarcely recognize it if passing that way today. Its entire make-up is being changed and when the transformation is complete a notable addition to the city's industries will have been made. / Today 110 men are busy in grading the grounds and putting in the new tracks by which coal will be stored there by the Delaware & Hudson. While this force is a large one it is estimated that they will not have completed the extensive changes before late in the fall. The coal is to be stored in piles as stated some time ago and the necessity for the storage is that the company have determined to mine their full allotment whether there is immediate demand for it or not. / Seven tracks are to run through the center of the park and three at the upper end. The coal is to be shoveled into position and reloaded upon the cars by two mammoth and powerful pieces of apparatus which are new to this section and the details of which the company is not ready yet to give out. They will be operated by two stationary steam engines. / Of the seven tracks the two outside ones will have pits beneath them into which the coal will be dumped and then taken by the carriers to the piles. There will be four of these piles on the east side of the tracks and two on the west side. The track on which the carriers will run will consist of a single rail arranged in a half circle around the piles. It is laid on ties and the plans call for a number of these rails, thirty feet apart; probably to allow for the growth of the piles and the consequent necessary changing of the carriers to be effective." *(Carbondale Leader,* July 22, 1899, p. 5)

In an article in the *Carbondale Leader* of July 25, 1899, a representative of the D&H observed that if the company had more coal cars available that there would be a significant increase in activity at the coal storage facility at the north end of the Carbondale yard and in the anthracite industry as well. A coal storage facility, he explained, in addition, was necessary because the demand for all grades of coal is not uniform and it is necessary to have a storage facility where various grades that are not in constant demand can be stockpiled.

"THE LACK OF COAL CARS. / Is the Only Thing That Is Holding Back the Anthracite Trade—Dumping at the Park. / The outlook for the coal trade in this section has a rosy hue, if the statement of a gentleman who is a position to know is true. He stated positively that the miners in the employ of the Delaware & Hudson company would be working on full time if the company had more cars at its disposal. 'Hundreds of these cars,' he said, 'are scattered all over the

United States, some loaded with coal being forwarded to destination, and some empty that are being returned. Stocks at tide water, are extremely low and dealers are putting in their fall and winter supply. / 'This is the season of the year,' he continued, 'when the millionaires and wealthy business men are away on their vacations and during their absence their coal bins are being filled for the year.' It was his opinion that the present rush will continue for some time on account of the increased demand for which there are several causes. One of these is the flourishing condition of the vast business interests of this country. The demand is really greater than the supply. / Speaking in regard to the change of the park from a race track to a coal dumping station, he said, that this is rendered necessary, because the demand for all grades of coal are not uniform. There are various grades, viz: broken, grate, egg, stove, chestnut, pea, buckwheat, birdseye, and rice. Now, said he, 'suppose there is a large demand for all grades except broken, grate and egg; these are made by the breaking process, and when there is no sale, coal of this class is dumped in large piles till wanted, then it is scooped up by machinery and loaded in cars and shipped / 'The company,' he said, 'formerly had a dumping ground at Honesdale, but when the gravity road was abandoned, arrangement had to be made for the establishment of a dumping ground here. The steam sizes, he went on to say, 'are always saleable on account of the large consumption. If we had the cars, this would be a busy place, I tell you. There would be plenty of work for the miners and everybody else connected with the trade.' / He spoke of the flourishing condition of the iron industry, saying that when the iron trade is booming, it can be regarded as an index or indication of the business interests of the country. In this connection he said that the grade of coal known as broken which is used extensively in the manufacture of certain kinds of iron, just now has a large sale. It was his opinion that miners in this valley will see better times in the future than for several years past." *(Carbondale Leader,* July 25, 1899, p. 6)

The 25-acre Anthracite Park site will become a storage facility for coal for which there is no immediate demand. There will be many miles of railroad tracks in the facility. Six months will be required to construct this storage facility, in which there will be six mammoth trusses, which are in the shape of an inverted letter V standing approximately about one hundred feet high.

"BUSY SCENE AT THE PARK. / Some Description of the Work Being Done on the Big Coal Storage Plant There. / The coal storage plant that is now in the course of construction in this city by the Delaware & Hudson company is a gigantic enterprise and will redound to the interest not only of the miners and the company but to the city generally. As has been stated, the plant will occupy what was formerly known as Anthracite park, comprising about twenty-five acres, and it is proposed to make it a dumping ground for coal for which there is no immediate demand. Hence the company use the term of 'Coal Storage.' As is well known, when the coal is brought from the mine and passes through the breaker, it comes out in various sizes for each of which there is a distinctive name. When there is no demand for certain kinds it is to be dumped or stored upon this ground 'till wanted. / MUCH FILLING. / In the first place, the erection and construction of the plant is a wonderful piece of engineering skill. The entire park will be made

as level as a house floor. At present there is a large force of men with wheelbarrows, carrying earth and dumping it into the low places. Then there is a team and several men with a scraper doing the same thing. The large bank of earth which looks more like a hill than a bank, on the north end of the park will all be taken to fill in the low places and make the ground perfectly level. / On the west side a railroad track has been built and long train loads of culm and ashes are being brought in to help in the filling up and leveling process. Then at the south side there has been erected a shanty fifty or more feet in length in which is stored the tools of the men employed. In one end the engineer and others having charge, have an office. All of these men are skilled, and they are busy in scanning long sheets of blue print upon which the plans for the entire plant is set forth. / ALL ON THE JUMP. / Every thing is on the move. The men are all in a hurry. It appears that the company are in great haste to complete the plant. Indeed, it is probable that the company never in its whole history, decided so quickly on the construction of a similar plant. When the Gravity road was abandoned the company had to relinquish its storage ground at Honesdale and immediately commenced to seek some other place near its base of operations, so this park was reclaimed from the Traction company who held a temporary lease on it. The move was made so quickly that all of the plans for the plant are not yet complete, and at the company's shops the work of making the iron part necessary is being rushed with all possible celerity. / CRUSHED STONE. / Yet it is a Herculean task, and probably will take six months to complete the work. At the south end, also, a stone crusher was placed in operation today, and there is a large force of men engaged in drawing common field stone that are placed in the remorseless maw of this powerful machine and crushed. / This stone will be used in the concrete for building the foundations for the mammoth trusses which are in the shape of an inverted letter V standing approximately about one hundred feet high. / As the stone is crushed, it is carried to a large hopper at one end which holds nearly a wagon load. There are several teams engaged in drawing this crushed stone to a point where it will be used in constructing these foundations. The teamsters simply drive their wagons under the hoppers and open a side which permits the stone to roll into the wagon. Near here are immense piles of iron rails that will be used in constructing the track for the many railroads that will cross the grounds./ A BIG YARD. / In fact, these grounds, in one sense, will be like a large railroad yard. There will be miles of track. It is proposed to erect six trusses, as stated above, and when the cars are brought in loaded with coal they are handled by an appliance in these trusses and dumped upon the heaps of coal. The plans provide for four piles on one side of the system of tracks, and two on the other. Between these huge piles, having a capacity of from 25,000 to 40,000 tons of coal each, there will e a perfect system and net work of railroads, so that when there is a demand for the coal, the cars can be run and loaded readily. There is an appliance connected with the trusses, operating upon a pivot in such a manner that the coal is scooped up with ease and placed in the cars. / 500,000 BRICK. / In the construction of this plant, large quantities of material will be used. It is estimated that at least 500,000 brick will be necessary, beside large quantities of cut stone, and thousands of tons of iron. This plant is an important feature not only to the company, but to every resident of this city. When it is completed, it is the understanding that the company will be in shape to mine more coal than formerly and thus its employees will have more work; which means that happiness and sunshine will be carried into many homes." *(Carbondale Leader,* August 2, 1899, p. 5)

About 150 mean are hard at work constructing the D&H coal-storage facility on the Anthracite Park site.

“PUSHING THE WORK. / There Is a Busy Scene at Anthracite Park Just Now. / The work of erecting the coal storage plant at Anthracite Park is being pushed with all possible speed. A large force of men are employed, probably 150. About a third of the ground has been graded so that it is as level as house floor. This part of the work will be continued till the whole plot is made perfectly level. Three of the hoppers, or bases of the gigantic trusses are nearly completed. These are made of stone and the walls are four feet thick. The work of grading is a slow process, so three temporary railroad tracks have been built to carry in earth and refuse matter from the mines.” *(Carbondale Leader*, August 11, 1899, p. 2)

It is expected that the storage facility at the north end of the Carbondale yard will be completed by December 1, 1899:

"A BUSY SCENE. / New D. & H. Storage Ground at Anthracite Park Will Be Completed by December First. / The large force of men at Anthracite park have transformed that once famed pleasure ground into a place that will soon in reality merit the tile 'Anthracite park.' Masons are almost through laying immense stone abutments for the circular trestle, and the brick foundation for the steam coal-handling appliances are now completed. / The company is pushing the work with hopes of completing the storage plant by December first and the trackmen under John Eaton have already made an excellent showing in placing the tracks. The grading, too, is well under way and it will be but a few days before the work of concreting is begun. / The scene is one of activity, every workman being pushed to his utmost. Yesterday the first consignment of timber arrived and a large force is engaged in unloading it from the cars and placing it in readiness for the carpenters." *(Carbondale Leader*, September 9, 1899, p. 5)

At an average rate of one car a minute, ninety six rail cars of dirt were unloaded at the Anthracite Park site. The dirt was then leveled as a base for the coal storage facility.

"HONESDALE ASTONISHED. / All the Maple City Residents There Went to See the Dirt Scraper Last Week. / Harry C. Wolcott, who for a long time has had charge of the through freight between this city and Wilkes-Barre, is now engaged in the service of the Delaware and Hudson company at Honesdale, where he has charge of the construction of a railroad yard and three bridges. It is probable the work will not be completed before spring. George Aunger is also there in charge of a construction train, and is engaged in filling the basin. / The *Wayne Independent* says: The large 'flats' which are used for the construction train arrived from Carbondale on Wednesday and Thursday. George Aunger, of Carbondale, who was with Company E, Thirteenth regiment, Pennsylvania Volunteers, will act as conductor of the new

train. Calvin Kimble, of Carbondale, engineer of No. 39 and Howard Fitch, of No. 16, fireman. The train consists of two sections of nine cars each and while one section is being loaded at Seeleyvile the other will run to Honesdale and unloaded by the patent car shoveler which came here on Wednesday. The second train load of dirt was unloaded by this patent device on Thursday afternoon and was witnessed by a large number of town people who never saw anything of the kind before. Conductor Harry Wolcott, of train No. 11, says that at Anthracite park, Carbondale, 96 cars were unloaded and the dirt leveled each day at the average rate of one a minute. It is not expected that as many will be loaded here because of want of track room." *(Carbondale Leader,* October 2, 1899, p. 6)

Lackawanna Grove

Lackawanna Grove was located at the north end of the D&H rail yard in Carbondale, near what, in 1898, was Anthracite Park.

Very little is known about Lackawanna Grove.

We do know that on July 4, 1875, the Catholic Young Men's Literary Association held a very successful fund-raising picnic at Lackawanna Grove, and that no less than three thousand persons visited the grounds during the day, and that the picnic was a great success financially.

"THE C. Y. M. L. A. PICNIC / The members of the Catholic Young Men's Literary Association held a picnic at Lackawanna Grove during the greater part of the day [July 4th]. Stages, carriages, and open wagons were running at frequent intervals from the central part of town to the scene at the out-of-door festivities. The picnic was gotten up for the purpose of raising money for the association. Three thousand persons or more visited the grounds during the day, and the picnic was a great success financially. All kinds of games were in progress and those who desired to trip the 'light fantastic toe' found a platform on which to do so and good music by which to keep time. There was too much dust along the route to the grove to make the trip perfectly enjoyable, but the crowds paid no heed to that. All present enjoyed themselves to their heart's content and went away satisfied. The receipts amounted to nearly seven hundred dollars. . . *(Carbondale Leader,* July 10, 1875, p. 3)

From a fact-filled article that was published in the January 6, 1898 issue of the *Carbondale Leader*, we have learned not only a great deal about the history of Carbondale's celebrated Mozart Band, but also about a very interesting connection between the Mozart Band and Lackawanna Grove. That connection is this: the Mozart Band was able to purchase its first uniforms because a picnic that the band hosted in Lackawanna Grove was a financial success. Here is that remarkable article:

"THE MOZARTS COME OF AGE. / Carbondale's Famous Band Is Now Twenty-one Years Old—A Portion of Its History. / The Mozart band are rounding out the twenty-first year of their existence and all our citizens will rejoice with them in the fact that the organization is stronger today than it ever was. History proclaims that the length of life of this band is already remarkable. It is indeed a difficult thing to keep together an amateur musical organization for such a length of time The expense incident to it is considerable, the time it demands is large and the troubles connected with keeping a band together where no remuneration accrues to the members are such that none can understand unless they have actually experienced them. / But one member of the band has been in continuous service all that time and that is Frank Roemmelmeyer. The band commenced in the right way and with the true enthusiasm of musicians. Their first instruments were second hand ones, received from the Jermyn band. It was three years before they felt able to purchase a new and better set. For four years they had no uniforms and when they first appeared in full dress it was with red coats, blue trousers and plumed helmets. They were able to purchase this outfit from the proceeds of a successful picnic given in Lackawanna grove near what is now Anthracite park. [emphasis added]. / The gay set of uniforms was finally sold to the Uniondale band. During the Mozarts' twenty-one years of existence they have had four different uniforms and four sets of instruments. Their first instructor was Robert Mitchell of this city and since that professors Cogswell of Scranton and Kent and Hessler of Carbondale have acted in that capacity. It may be interesting to know who first formed the membership of this organization that is now the pride of the entire city. It was made up as follows: John J. Neuser, H. Gramer, L. Rehkop, L. Wagner, cornets; Joseph Neuser, H. Russler, W. Kinback, altos; G. Schaeffer, tenor; F. Roemmelmeyer, euphonium; H. Schenzer, W. Seybolt, bass; G. Schaff, bass drum; John Hermes, snare drum." *(Carbondale Leader,* January 6, 1898. p. 5)

Mozart Band:

- The Mozart Band was established in 1877.
- Frank Roemmelmeyer was a constituent member of the band.
- The Mozart Band's first instruments were second hand ones, received from the Jermyn band. In 1880 the band was able to purchase new instruments.
- In 1881, the band purchased its first uniforms with funds raised at a successful picnic at Lackawanna Grove in Carbondale. These uniforms were later sold to the Uniondale band. In its first 21 years, the Mozart Band had four different uniforms and four different sets of instruments.
- The band's first instructor was Robert Mitchell of Carbondale, to be followed by professors Cogswell of Scranton, and Kent and Hessler of Carbondale.
- The constituent members of the Mozart Band were: John J. Neuser, H. Gramer, L. Rehkop, L. Wagner, cornets; Joseph Neuser, H. Russler, W. Kinback, altos; G. Schaeffer, tenor; F. Roemmelmeyer, euphonium; H. Schenzer, W. Seybolt, bass; G. Schaff, bass drum; John Hermes, snare drum."

Murdock's Grove

Murdock's Grove was located on Carbondale's West Side. This we know from the article, titled "This Is Italy's Day" that is given below.

It is not yet known when the grove was established, but we do know, from an article that was published in *The Journal* in June 1887 that at a Brooklyn drum corps pic-nic that was held at Murdock's Grove on June 20, 1878, and that two members of the corps were arrested on a complaint made by John Killen that they were selling beer on the grounds in violation of the law. Here is that article:

"The Brooklyn drum corps held a pic-nic in Murdock's Grove on Monday. During the day, two members of the corps were arrested on a complaint made by John Killeen, charging them with selling beer on the grounds in violation of the law. They were taken before Alderman Kinback. At this point explanations ensued, and the charge was withdrawn." *(The Journal,* June 23, 1887, p. 3)

The only other reference to Murdock's Grove that we have ever seen is in the article titled "This Is Italy's Day" that was published in the *Carbondale Leader* on July 24, 1890. From that article we learn that the afternoon festivities associated with the second annual Society Giovani Italy in Carbondale took place in Murdock's Grove on Carbondale's West Side. Here is that article:

"THIS IS ITALY'S DAY. / The 'Sunny Sons' Celebrating it With Great Pomp. / Threatening weather was not allowed to interfere with the preparations made by the Italian residents of this city to celebrate with the Society Giovani Italy an event which never fails to stir up the patriotism of the people of Calabria. To-day is the anniversary of the Bandiera brothers and Dominick Moro who were killed thirty-four years ago to-day while leading the insurrection on the shores of the Adriatic Sea. / The early trains brought delegations from Scranton, Wilkes-Barre and other towns in the Lackawanna valley. / The Mozarts met each delegation at the deport and escorted them to the society headquarters at Maxwell's hall. At ten o'clock the hall was filled with the uniformed members of the societies Mazzini, Corona d'Itatalia [sic] and Victor Emanuel, of Scranton, and the members of the local organization. / Gabriel Pugliano, the president of the society made the address of welcome in which he introduced features which aroused his audience and prepared them for what was to follow. He then introduced Signor Comforti of New York City who three years labored earnestly among his countrymen in this city and organized the society in the hope that it would tend to elevate the men in whom he was interested. / Mr. Comforti first addressed the societies in the Italian language and afterward in the English tongue he reviewed the history of the organization, the men who assisted him in the work and the good fruit which it had borne. In behalf of the young Italians he thanked the Americans who by their presence on this occasion gave his countrymen the practical encouragement they needed and assured the guests of the society that Italians appreciate kindness and never forget their friends. / Drs. Bailey, Kelley, Jenkins, F. E. Burr and S. S. Jones responded to the words of welcome in brief speeches and assured their Italian friends that the same kindly feelings were entertained by the American people towards the Sons of Italy who were striving to become American citizens. / Short speeches of patriotism for the land of their adoption followed by Frank Carlucci, of Scranton, and others. / Joseph Cassese of the Society Victor Emanuel addressed the audience in English and spoke with great earnestness. / Dominick Luciani, off the Mazzini society, enthused the audience and was vigorously applauded. / Raymond De Leo, the Italian missionary, talked first in English and then in the Italian and his remarks were received with much enthusiasm. / Signor Sartoris made the closing speech and then the order to fall in was given and the procession was formed on Salem avenue. / A carriage containing four pretty girls arrayed in the colors of Italy and America led the procession. The Mozarts discoursed popular airs; the uniformed societies marched with military step; silk flags and banners gave the demonstrations brilliancy and crowds along the thoroughfares gave the Italians hearty greetings as they passed by. Carriages were provided for the honorary members of the society and invited guests. After marching through the principal streets the procession marched to Murdock's Grove on the West Side [emphasis added] where the festivities will be kept up all the afternoon. / This evening a grand ball will be given in Metropolitan Rink and the second annual celebration by the society Giovine Italia promises to be a happy reunion and a gala time that will always be recalled with pleasure by the residents of the Lackawanna valley." *(Carbondale Leader,* July 24, 1890, p. 3)

0921

Account Arrival & Departure of Boats 1832

September-October 1832

Delaware and Hudson Canal, Honesdale, PA to Rondout, NY

This Delaware and Hudson Canal Company logbook, *Account Arrival & Departure of Boats 1832*, was found in a box of "junk," so called, that was given to the Carbondale Historical Society / Carbondale Delaware and Hudson Transportation Museum in June 2010.

On August 15, 2010, electronic copies of this extraordinary logbook were presented to all members of the Delaware and Hudson Transportation Heritage Council by the Carbondale Historical Society and the Delaware and Hudson Transportation Museum.

When this remarkable account book is studied in detail, our knowledge of the early history of the Delaware and Hudson Canal will surely be enriched.

Given below are September-October 1832 from this ledger.

May-June 1832 from this ledger are presented in Volume VII in this series.

July-August 1832 are presented in Volume VIII in this series.

November-December 1832 will be presented in Volume X in this series.

Canal Boat Names

On page 91 of *The Delaware & Hudson Canal; and it's [sic] Gravity Railroads* by E. D. LeRoy (Sixth Edition, 1985), we read: "To most Captains a name for their boat was a matter of pride and importance, though some boats were known only by the canal company's number. / In their choice of names the imagination of the boatmen knew no bounds. They drew you every imaginable subject and among their favorites were flowers (Rose, Sun Flower, Daisy), Trees (The Oak, Pine Knot), Birds (The Eagle, The Lark, Linnet), The historical great (Cleopatra, Noah, Columbus), Indians (Pocahontas, Little Belt). Some captains had no imagination at all (Model Scow, Premium Carrier, Marvin Merchant) and some just carried the owners [sic] name (E. Childs, Morgan Kerr), but every great American was remembered (George Washington, Henry Clay, Patrick Henry, General Jackson) and some showed their patriotism (The Patriot, Yankee Soldier, Victory), while the old soldiers liked to recall their campaigns (Vicksburg, Antietam)."

Here, then, are September-October 1832 from this ledger:

Account of Arrival & Departure of Boats 1832

Sept. 1	Boat No. 54.	Jer. J. Clow	Coal		30
	" " 16.	Solomon Strong	"		30
	Maria Wartz	C. Elmore	"		30
	" No. 100	P. Van Demark	"		30
	" " 177.	J. Birdsall	"		30
	" " 33.	John Whitaker	"		30
	" " 130.	E & Mansfield	"		30
	" " 40.	Couch & Middah	"		30
	" " 94	Danl. Snyder	"		30
	" Region	Wm. H. Terwilliger	"		30
	" Commerce	E & Mansfield	"		30
	" Swaalpskill	B. J. Moore	"		30
	" Olive Branch	J. E. Hasbrouck	"		30
	" Shuttle	John Carter	"		30
	" " No. 79	Henry M. Wood	"		30
	" " 183	D. W. Schoonmaker	"		30
	" " 143	D. W. Schoonmaker	"		30
	" " 8.	Joshua Hengan	without Coal lading		
	" " 118.	G. Jetchum	"		
	" " 98.	Richd. Jackson	"		
	" " 67.	Richd. Jackson	"		
	" Rondout	S. W. Jackson	"		
	" " 179.	James Birdsall No. 176	Sundries	3.19.0	12
	" " 178.	James Birdsall No. 177	ditto	1.11.0	20
	" Orphan Boy.	Chs. McEntee	"		
	" John Wertz	E. E. Depuy	"		
	" " No. 137	W. W. Eckert	"		
	" " 114	James I. Regua	"		
	" " 41.	Brodhead Dubois			
	~~Lattin Bradish~~	~~B. J. Hamilton No. 191. Mer~~		~~5.13.0.0~~	~~22~~
	" " 82.	J. J. Miller	"		30
3	" " 98.	Richd. Jackson	Coal		30
	" " 67.	Richd. Jackson	"		30
	" " 8.	Joshua Hengan	"		30
	" " 118.	George Jetchum	"		30
	" " 8.	Joshua Hengan	"		30
	" John Wertz	E. E. Depuy	"		30
80	" No. 179	J. Birdsall	"		30

Account of Arrival & Departure of Boats 1832

Sept. 3	Boat No. 178. James Bidrall Coal		30
	— Rowboat — J. W. Jackson — " —		30
	Scow Superior — P. Buxford to Mouth Lock "Ad	7.50	
	Boat No. 82 — Jos. Miller 20 Ft. Pine Boards 25 M. ft. Wharfage	1.50	30
		9.00	
	Scow Promedy — Henry Hubbard Mouth Lock	7.50	
	20 Ft. Pine Boards 25 M. ft. Wharfage	1.50	
		9.00	
	Boat Orphan Boy — Charles McEntee Coal		30
	— " — No. 137 — W. W. Eckert — " —		30
	— " — " 114. James I. Reegan — " —		30
	— " — " 41. Brodhead Dubois — " —		30
	— " — " 6. John Clearwater — " —		30
	— " — " 36. John Clearwater — " —		30
	— " — " 85. John Clearwater — " —		30
	— " — " 99. Joel H. Miller — " —		30
	— " — " 52. L. V. N. Miller — " —		30
	— " — " 38. Benjn. A. Moule free Coal		30
	— " — " 164. Townsend & Perry — Coal		30
	— " — " 164. Ditto without Co. Lading	98	
	— " — " 6. John Clearwater — " —	387	
/	— " — " 36. John Clearwater — " —		
	— " — " 99. Joel H. Miller 2 Casks Oil & Flattow		
	— " — " 52. L. V. N. Miller — " —		
	— " — " 85. John Clearwater — " —		
	— " — " 116. Jesse Mathews — " —		
	— " — " 58. Wm. I. Van Wagner — " —		
	— " — " 31. Saml. Gunn — " —		
	— " — " 83. F. A. Marshall — " —		
	— " — " 3. John P. Davis — " —		
	— " — " 38. B. A. Moule — " —		
	— " — " 104. J. Rich — " —		
	— " — " 101. Abm. Boyce — " —		
	— " — " 113. B. J. Horn — " —		
	— " — " 123. David Evans — " —		
	— " Genl. Hamilton L. Cain — " —		
	— " — No. 43. John Hainswill — " —		
/	— " — " 54. B. M. Allger —		29 / 37
	— " — " 77. Abm. Price — " —		

Account of Arrival & Departure of Boats 1832

1832		
Sept 3	Boat No. 118. Joel H. Miller without Co. lading	
	— " — " 66. Aaron Freer — " —	
	— " — " 78. James Ter Bush — " —	
	— " — " 112 — Albert Snyder — " —	
	— " — " 165 — Townsend & Poor No. 194. Mead. 22.16.0.9.	18 / 18
	— " — " 30 — Thos. Van Wagner — " —	
	— " — " 182 / 161. Jonas of Lasher / Thos. Newcomb without Co. lading — " —	
	— " — " 132 — J. S. Davis — " —	
	— " — " 144. J. D. Hasbrouck — " —	
	— " — " 139. J. D. B. Hasbrouck — " —	
4	— " — " 83. J. R. Markall Coal	30
	— " — " 31 — Samuel Ginn — " —	30
	— " — " 53. Thos. Van Wagner — " —	30
	— " — " 116. Jesse Whitney — " —	30
	— " — " 3 John P. Davis — " —	30
	— " — " 113. B. J. Hoover — " —	30
	— " — " 101. Abm. Boyce — " —	30
	— " — " 104. J. Rich — " —	30
	— " — " 123. David Evans — " —	30
	— " Genl. Hamilton. Lazarus Cara — " —	30
	— " — No. 78. James Ter Bush — " —	30
	— " — " 182 Jonas S. Lasher — " —	30
	— " — " 43. John Hammill — " —	30
	— " — " 108. Joel H. Miller — " —	30
	— " — " 77. Abm. Price — " —	30
	— " — " 57. B. M. Allison — " —	30
	— " — " 102 ~~Joel H. Miller~~ Albert Snyder — " —	30
	— " — " 66. Aaron Freer — " —	30
	— " — " 165. Townsend & Poor — " —	30
	— " — " 161. Thos. Newcomb — " —	30
	— " — " 30. Thos. Van Wagner — " —	30
	— " — " 132 J. S. Davis — " —	30
	— " — " 139. J. D. Hasbrouck — " —	30
	— " — " 144. J. D. Hasbrouck — " —	30
	— " — " 86. J. E. Keat without Co. Lading	
	— " — " 56. Couch & Mcdonough — " —	
82	— " — " 46. Thos. Hooker — " —	

Acc.t of Arrival & Departure of Boats 1832

September 4	Boat No. 155 — George Dorrance	without Co. Lading		
"	" 146. P. Van Nesrse	"		
"	" 109. Joseph Brown	"		
"	" 62 Lewis Garheric	"		
"	" 102. Lewis Garheric	"		
"	" 90. Jer. J. Clow	"		
"	" 124. Jacob I Segner	"		
"	" 61. Jacob S Davis	"		
"	" 44. E & P. Kelly	"	pd 4/42	
5	Luther Bradish J. B. Bedell No. 9	Lumber	$24.42	
"	No. 46 Thos. Fowkes	Coal		30
"	" 109. Joseph Brown	"		30
"	" 155 George Dorrance	"		30
"	" 146. Phillip Van Nesrse	"		30
"	" 102. Lewis Garheric	"		30
"	" 55. Couch & Middaugh	"		30
"	" 62. Lewis Garheric	"		30
"	" 90. Jer. J. Clow	"		30
"	" 124. Jacob I. Segner	"		30
"	" 61. Jacob S. Davis	"		30
"	" 44. E & P. Kelly	"		30
"	" 183. D. W. Schoonmaker	Entered previously		
"	" 24. Ezarty Smith	Coal		30
"	" 186. James Wilkinson	"		30
"	" 86. James E. Stout	"		30
"	Albion. Cornl. Cortright	"		30
"	No. 154. Townsend & Poor	"		30
"	" 158. Townsend & Poor	"		30
"	" 156. James Wilkinson	without Co. Lading		
"	" 24. E. Smith	"	pd 3/6	
"	" 154. Townsend & Poor	"		
"	" 158. Townsend & Poor	"		
"	Albion. Cornl. Cortright	"		
"	No. 175. James Birdsall	"		
"	" 84. John A. Pitt	"		
"	" 166 James Birdsall	"		
"	" 184. S. S. Barton	"		

Accountal of Arrival & Departure of Boats 1832

Sept 5	Boat No 160. Chs McEntee	without Co Lading		
	— " — " 185 – C. H. Crosby	— " —		
	— " — " 174. Thos Edwards	— " —		
	— " — 20. Wm. Salpaugh	— " —		
	— " — 120. Wm. Salpaugh	— " —		
	— " — 58. Chs McEntee	— " —		
	— " — " 162 – Thos Edwards	— " —		
6	— " — " 84. John A. Post	Coal		30
	— " — " 175. J. Bridsall	— " —		30
	— " — " 186 – C. H. Crosby	— " —		30
	— " — " 184. A. J. Barton	— " —		30
	— " — " 166. James Bridsall	— " —		30
	Scow Superior P. Rexford Mouth Lack		98	
	20 M. Pine Boards 25 cts. per		7.50	
	Milerage		1.50	
			$9.00	
	Boat No 174 – Thos Edwards	Coal		30
	Scow Pioneer Henry Hubbard Mouth Lack		140	
	18 M. Pine Boards 25 cts. per		6.75	
	Milerage		1.50	
			$8.25	
	Boat No 160. Chs McEntee	Coal		30
	— " — " 1. John A. Palmer	— " —		30
	— " — " 58 – Chs McEntee	— " —		30
	— " — " 20. Wm. Salpaugh	— " —		30
	— " — " 120. Wm. Salpaugh	— " —		30
	— " — " 162. Thos Edwards	— " —		30
	— " — " 152 – Elijah Allison	— " —		30
	— " United States – Isaac Davenport	— " —		30
	— " No 75 – A. Abernathy	— " —		30
	— " Clinton – ~~Nic~~ C. Dubois	— " —		30
	— — No 18. Wm Crozier	— " —		30
	— " — " 152 Elijah Allison	without Co Lading		
	— " U. States Isaac Davenport	— " —		
	— " No 75. Abel Abernathy	— " —	140	
	— " Clinton John C. Dubois	— " —	64	
	— " — 18. Wm Crozier	— " —		
	— " — 185. Chs McEntee	— " —		
	— " — 72 – A. Hermance	— " —		
	— " — 88. John Blanshan	— " —		
	— " — 69. David Woolsey	— " —		

84

Account of Arrival & Departure of Boats 1832

Sept. 6	Boat No. 89. Danl. Snyder without Co. Lading —		
	— " — 56. Jonah Warner — " —		
	— " — 163. Sol. Freey — " —		
	— " — 50. J. Campbell — " —		
	— " — 49. Adam S. Lefeore — " —	99/117	
	— " — 23. A. Ingraham — " —		
	— " — 37. James D Smith — " —		
	— " Connecticut J. Warner — " —		
	— " — No. 68. J Warner — " —		
	— " — 42. Moses Kortright — " —		
	— " — 87. David Cattey — " —		
	— " — 172. Townsend & Poor — " —		
	— " — 173. Seth Sherwood — " —		
	— " — 157. Townsend & Poor — " —		
	— " — 11. James Purdy — " —		
7	— " — 88. John Blauchan — " —		30
	— " — 72 Alexr. Hermance — " —		30
	— " — 69. David Woolsey — " —		30
	— " — 135. Chs. McEntee — " —		30
	— " — 103. Solomon Freey — " —		30
	— " — 89. Danl. Snyder — " —		30
	— " — 56 Jonah Warner — " —		30
	— " — 50. J. Campbell — " —		30
	— " — 37. James D Smith — " —		30
	— " — 23 Amasa Ingraham — " —		30
	— " — 49. Adam S. Lefevre — " —		30
	— " — Conn. J. Warner — " —		30
	— " — 172 Townsend & Poor — " —		30
	— " — 42. ~~Cyrus~~ Moses Kortright — " —		30
	— " — 68. Josiah Warner — " —		30
	— " — 157 Townsend & Poor — " —		30
	— " — 173. Seth Sherwood — " —		30
	— " — 87. David Cattey — " —		30
	— " — 81. Seth Sherwood without Co. Lading —		
	— " Cyader C. V. Mansfield — " —		
	— " Phillips Howe. C. Elmore — " —		

85

Sept 7 Boat No 63. Thos Fowkes – without Co lading –
— " — " 170. G. M. Herrick — " —
— " — " 60. W. B. Van Wagner — " —
— " — " 74. Chs Mc Entee — " —
— " — " 126 James Bagley — " —
— " — " 70. George P. Downs — " —
— " — " 147. Alexr Alligee — " —
— " — " 25. Abijah Loder — " —
— " Franklin J. D. Schoonmaker — " —
— " Columbus J. D. Schoonmaker — " —
— " — Eliza – Edward Murray — " — 24
— " — 87 – Saml Gun — " —
~~— " Pettet House C. Elmor~~
Boat No 19. John Elsryn without Co lading –
8 — " Phillip Hone C. Elmor — Coal — 30
— " — No 60. W. B. Van Wagner " 30
— " Leader E & Mansfield — " — 30
— " — 81 — Seth Sherwood — " — 30
— " — 63 — Thos Fowkes — " — 30
— " — " 170. G. M. Herrick — " — 30
— " — " 74. Chs Mc Entee — " — 30
— " — " 70. George P. Downs — 30
— " — " 147. Alexr Alligee — " — 30
— " — " 126. David Cutler — " — 30
— " — " 25. Abijah Loder — " — 30
— " Columbus J. D. Schoonmaker — " 30
— " Franklin J. D. Schoonmaker — " — 30
— " Speedwell – E & Mansfield (p ~~Bbl. [illegible]~~, 3$) pd 30
— " — No 19. John Elsryn – Coal — 30
— " — " 187. Samuel Gun — " — 30
— " — " 80. J. R. Marshall — " — 30
— " — 5 J. R. Marshall — " — 30
— " — 71. J. R. Marshall — " — 30
— " — " 27. J. D. Smith — " — 30
— " Eliza – Edward Murray — " — 30
— " — 35 – Jesse Whitney — " — 30
— " — 59. Thos Newcomb — " — 30

Account of Arrival Departure of Boats 1812

Sept. 8. Boat No. 167. Townsend & Poor — 30
" — " — " 71. F. R. Marshall without C. lading 30
" — " — " 80 — Ditto without C. lading — 30
" — " — " — 5. Ditto — " — 30
" — " — Speedwell. E & Mansfield — " —
" — " — No. 27. J. D. Smith — " —
" — " — " 167. Townsend & Poor No. 30. Mud ?? 9.4.1.5
" — " — " 168. Townsend & Poor — " —
" — " — " 59. Thomas Newcomb — " —
" — " — " 47. Thos. Newcomb — " —
" — " — " 29. Wm. Crosin — " —
" — " — " 105 George Dorrance — " —
" — " — " 169. John Calder — " —
" — " — " 119. Peter Van Bent — " —
" — " — " 17. H. M. Wood — " —
— " — " 149. Abm. A. Hoffmeyer — " —
— " — " 7. Peter Dickey — " —
— " — " 57. Albert Dewitt — " —
— " — " 163. James Bedell — " —
— " — R. F. Lord — R. W. Depuy — " —
— " — No. 32 — James Shepston — " —
— " — " 176. James Bedell — " —
— " — " 65 — John Carter — " —
— " — " 39. Anthony Crispell — " —
— " — Ulster — E & Wm. Eaton — " —
— " — No. 151. Townsend & Poor — " —
— " — " 148. Townsend & Poor — " —
— " — " 34. John M Kimlark — " —
— " — " 106. Alex. Snyder — " —
— " — " 189. J. W. Jackson — " —
— " — " 188. Chs. Mc Eaten — " —
— " Salem Endicott & Mansfield — " —
— " No. 238. Rosecrants & Crispell — " —
— " — " 117. Cornl. I. Dubois — " —
— " — " 22 — Joseph Spangenburgh — " —
— " Silas Wright. B. I. Hoare No. 29. ?? 14.4.0.5
— " — No. 95 — Wm. C. Coddington from ?? Villa to ?? mile ?? — ??

8 D

Account of Arrival & Departure of Boats 1852

Sept 10th	Boat No. 47. Thos. Newcomb	Coal		30
	" " 168. Townsend & Poor	"		30
	" " 29. Wm Cowin	"		30
	" " 105 George Dorrance	"		30
	Scow Superior – E. Rexford – Mouthlock – 20 M Pine Boards 25 M. @ 1/2		$7.50	
	Mileage		1.50	
			$9.00	
	Boat No. 169 John Eddie	Coal		30
	" " 117. Corns. T. Dubois 1 Blr. fish Mouthlock		6	30
	" " 119. Peter Ve Burk ~~1 Blr. fish~~			30
	" " 7. Peter Ve Decker	Coal		30
	" " 17. Henry M. Wood	"		30
	" " 151. Townsend & Poor	"		30
	" " 149. Abm. F. Rightmyer	"		30
	" " 57. Albert Dewitt	"		30
	51/ R. Ward. C. W. Depuy	"		30
	Scow Pioneer – Henry Hubbard Mouthlock – 18 M. Pine Boards 25 M @ 9		6.75	
	Mileage		1.50	
			8.25	
	Boat Silas Wright No. 16. B. J. Hauk Coal		9.52	
	Boat No. 188. Chs. McEntee	Coal		30
	" 39 – Anthony Crispell	"		30
	" 148 – Townsend & Poor	"		30
	" 163 – James Birdsall	"		30
	" 65 – John Carter	"		30
	" Utica – E & Mansfield 310 ft. ash Plank to Eddyville	"	1.55	30
	" 32 – James Shepstone	"		30
	" 34. John Mc Kimlack	"		30
	" 106. Alexr. Snyder	"		30
	" 12 S. W. Jackson	"		30
	" 176 – James Birdsall	"		30
	" 189 – Saml. W. Jackson	"		30
	" 64. N. Blanchan without Co. lading			
	" 12. S. W. Jackson	"		
	" 110 Jozl H. Miller	"		
	" 21. Ira Doty	"		
	" 40. Ira Doty	"	12	
	" 133. L. L. Coutant	"	24	
38	" 76. Chs. B. Van Wagner	"	24	

Account of Arrival & Departure of Boats 1832

September 10	Boat No. 14. Chs. B. Van Wagner without Co. lading	02 / 54
1	" " 190. Abm. D. Russell "	
	" " 96. Alexr. Snyder "	
	" " 180. James Bidwell "	
	" " 10. Jyn. C. Conklin "	
	" " 141 Jacob S. Davis "	
	" " 45 Moses Coles "	02 / 94
1	" David Scott James Morris No. 6 Merchds.	1.15.1
11	" Falcon E & Mansfield Coal	30
	" No. 133 Crissell & Concrant "	30
	" 64. Nichl. Manshan Coal	30
	" 100. Joel H. Miller "	30
	" 21 Ira Doty "	30
	" 40. Ira Doty "	30
	" 133. L. L. Cortaant "	30
	" 14. Chs. B. Van Wagner "	30
	" 76 Chs. B. Van Wagner "	30
	" 190. Abm. D. Russell "	30
	" 141. Jacob S. Davis "	30
	" 96. Alexr. Snyder "	30
	" 180. James Bidwell "	30
	" 45. Moses Coles 5 tons Coal & Warborne 45/2.06	30
	" 10. J. C. Conklin the furniture to Duncats 5.25	30
	" 14. John Bostwick Coal	30
	" 93. Jesse Whitaker "	30
	" 9 B. J. Blanshan "	30
	" 171. Townsend & Poor "	30
	" 136. John Hadsen "	30
	" 136 John Hadsen without Co. lading	
	" 14 John Bostwick "	
	" 171. Townsend & Poor "	
	" 9. B. J. Blanshan "	
	" 153. Townsend & Poor "	
	" Commerce E & Mansfield "	
	" No. 2 Poly Der Bark "	
	" 125. John Carter "	
	Atheneum J. W. Cooper "	

Account of Arrival & Departure of Boats 1832

Sept. 11	Boat No. 140. J. W. Cooper without Coal lading		
	" " 191. John Burn ——"——		
	" " 181. J. L. Larber ——"——		
	" " 93. Jesse Whitney ——"——		
	" " 115. Jesse L. Jenkins ——"——		
	" Lambert Jenkins Wm. H. Coutant ——"——		
	" " 156. John Ferguson ——"——		
	" Increased John Smith No. 42. Merchd. 4.14.2.8 [illegible]		
	" No. 134. Chs. McEntee without Coal lading		
12th	" No. 2. Peter Du Bark Coal		30
	" " 153. Drummond & Perry ——"——		30
	" Commerce E. & Mansfield 410 ft. Oak Plank to H. D. Eddy Ville —— [illegible]		30
	" 156. John Ferguson ~~[illegible]~~ ——"——		30
	" Athenian J. W. Cooper ——"——		30
	" No. 125. John Carter ——"——		30
	" " 191 John Barn ——"——		30
	" " 115. Jesse L. Jenkins ——"——		30
	" " 181. J. L. Larber ——"——		30
	" " 140. J. W. Cooper 28 bbls Lime to Paupack	54	30
	" " 134. Chs. McEntee —— Coal		30
	" Collier E. & Mansfield 2567 ft. Plank to Eddy Ville	5 30	30
	" Lambert Jenkins Wm. H. Coutant free Coal to Lock No. 9 No. 4 lock		32
	" John Wurts E. E. Depuy Coal		30
	" No. 43. John ~~Wurts~~ Maxwell		30
	" Increased No. 41. John Smith Lumber	$34.06	
	" No. 145. John Ferguson Coal		30
	" " 97. Abm. Price 1 ton free Coal to Lock ~~No. 55~~ No. 3. lock	8.74	30
	" " 28. Wm. Deits Coal		30
	" " 4. Jacob A. Snyder ——"——		30
	" " 66. Aaron Gray ——"——		30
	" " 16. Jn. Gray ——"——		30
	" Collier E. & Mansfield without Coal lading		
	" John Wurts E. E. Depuy ——"——		
	" No. 97. Abm. Price ——"——	[illegible]	
	" " 145. John Ferguson ——"——	1.27	
	" " 4. Jacob A. Snyder ——"——	[illegible]	
	" " 28. Wm. W. Deits ——"——	81.03	

Account of Arrival & Departure of Boats 1832

Date	Entry	$	Toll
Sept. 12th	Boat No. 66. Hiram Freer Without Cr. lading		
	— " — " 16. Sol. Freer — " —		
	— " — " 67. Richd. Jackson — " —		
	— " — " 98. Richd. Jackson — " —		
	— " — " 150. G. M. Herrick — " —		
	— " — 79. H. M. Wood — " —		
	— " — 143. D. W. Schoonmaker — " —		
	— " President A. I. D. Van Wagner — " —		
	— " No. 92. Caleb Birch — " —		
	— " — 159. Chs. McEntee — " —		
	— " — 114. Jas. I. Requa — " —		
	— " Irgin — T. H. Tunillegar — " —		
	— " No. 94 — D. Snyder — " —		
	— " Swain — A. I. D. Van Wagner — " — Rondout		
	— " — 82. J. J. Miller — " —		
13	— " — 67. Richd. Jackson Coal		30
	— " — 79. Henry M. Wood — " —		30
	— " 159 — Chs. McEntee — " —		30
	— " Prest. — A. D. I. Van Wagner — " —		30
	Scow. Sapgian P. Rexford — North Lack.	N.D. 7.50	
	Bows Swain, 30 M. Price from $25 the 0/f		
	Milage	1.50	
		9.00	
	Boat Swain A. I. D. Van Wagner Coal		30
	— " — No. 92 — Caleb Birch — " —		30
	— " — " 143 — D. W. Schoonmaker " —		30
	— " — 114. James I. Requa — " —		30
	Scow Eclipse Jostin M. Low to North Lack.	N.D. 7.07	
	1402 feet of Mud lumber		
	Milage	1.50	
		$8.57	
	Boat No. 82. John J. Miller		30
	— " M. Warty. C. Elmore Fine Coal —		30
	— " Dbbo Scott James Morris No. 12 Lum.	N.D. $26.97	
	— " — No. 150. G. M. Herrick — Coal		30
	— " Irgin — T. H. Tunillegar — " —		30
	— " — No. 192 Townsend & Wood — " —		30
	— " — 94. Danl. Snyder — " —		30
	— " Rondout — John J. Miller — " —		30
	— " Paraalskill B. I. Hoarn — " —		30
	— " — No. 142. Josiah Warner — " —		30

91

Account of Arrival & Departure of Boats 1832

13	Boat No. 15 — Wm. W. Ditts without C. Lading	
	" — " 192. Drowned Ross — "	
	" — " 111. Benja. Gee — "	
	" Rondout J. J. Miller — "	
	" M Warts C. Elmore — "	
	" Shawangunk Kill B. S. Horn — "	
	" No. 142. Josiah Warner — "	
	" — " 33. J. Whitaker — "	
	" — " 26. Cornl. Vernoy — "	
	" — " 5. Comd. L. Addis — "	
	" — " 137. Wm. W. Eckert — "	
	" — " 193. Danl. D. Dewitt — "	
	" — " 8. Joshua Hungon — "	
	" — " 101. Abm. Boyce — "	
	" — " 104. J. Rich — "	
	" Mast. E. F. Mansfield — "	
	" Orphan Boy Ch. Mc Entee — "	
	" No. 83. F. R. Marshall — "	
	" Genl. Hamilton Laurence Cain — "	
	" — 123. David Evans — "	
14	" 5. C. L. Addis Coal	30
	" No. 33 John Whitaker —	30
	" 26 Cornl. Vernoy — "	30
	" 137 Wm. W. Eckert — "	30
	" 123. David Evans — "	30
	" — 8. Joshua Henyan "	30
	" 193. Danl. D. Dewitt — "	30
	" Genl. Hamilton Laurence Cain — "	30
	" — 83. F. R. Marshall	30
	(Olive Branch) J. E. Hasbrouck Stone Coal	30
	" No. 101 — Abm. Boyce — Coal	30
	" — " 104. J. Rich "	30
	" — " 11. James Purdy — "	30
	" — " 179. James Birdsall — "	30
	" Orphan Boy Ch. Mc Entee — "	30
	" No. 191. John Burns	30
	" Mast. — E. F. Mansfield [illegible]	30

Account of Arrival & Departure of Boats 1832

Date	Entry	Amount	Toll
Sept. 14	Boat Pheasant – Ed. Mansfield 3 M. siding from Paupack to Eddyville	$ 83	30
	Mileage	1.15	
		3.15	
— " —	Locust Ed. Mansfield – Coal		30
	8 M. Pine Boards to Eddyville	8.00	
	Mileage	1.08	
		9.08	
— " —	No. 54. Jert. J. Clow – Coal		30
— " —	" 177. James Birdsall without Co. lading –		
— " —	" 54. Jert. J. Clow	— " —	
— " —	Pheasant Ed. Mansfield	— " —	
— " —	Locust – Ditto	— " —	
— " —	Olive Branch – J. E. Hasbrouck 2 Casks oil & Rods Iron fr 6–		
— " —	No. 161. Thos. Newcomb without Co. lading		
— " —	" 36 Thos. Newcomb	— " —	
— " —	" 165. Townsend + Poor No. 88 Merchandise 5.8.1.3–		
— " —	" 122. James J. McCoe	— " —	
— " —	" 127. James J. McCoe	— " —	
— " —	" 128. James J. McCoe	— " —	
— " —	" 112. Alexr. Snyder	— " —	
— " —	" 121– James Price	— " —	
— " —	" 41. Brodhead Dubois	— " —	
— " —	" 77. Abm. Price	— " —	
— " —	" 113. B. J. Moore	— " —	
[illegible]	— " — 3– John P. Davis 21 Bars round Iron		
— " —	" 102. Lewis Garbrin without Co. lading –		
— " —	" 146. Phillip Van Keuren	— " —	
— " —	" 57. B. Ny Alliger	— " —	
— " —	" 38. B. A. Moule	— " —	
15	— " — 161 Thos. Newcomb Coal		30
— " —	" 3. John P. Davis	— " —	30
— " —	" 36– Thos. Newcomb	— " —	30
— " —	" 122– James J. McCoe	" —	30
— " —	" 165. Townsend & Poor	— " —	30
— " —	" 128. James J. McCoe	— " —	30
— " —	" 127. James J. McCoe	— " —	30
— " —	" 77. Abm. Price Fine Coal		30
— " —	" 121. James Price	— " —	30
— " —	" 112– Alexr. Snyder	— " —	30
93	— " — " 113– B. J. Moore	— " —	30

Account of Arrival & Departure of Boats 1832

September 15	Boat No. 57. B. M. Alliger Coal		30
"	" 102. Lewis Gashene "		30
"	" 38. Benj. A. Moule "		30
"	" 179. James Bidwall "		30
"	" 41. Brodhead Dubois "		30
"	" 146. Phillip Van Keuren "		30
"	Ocean - A. D. Van Wagner "		30
"	44 - F & P. Kelly "		30
"	52 - L. J. N. Miller "		30
"	178. James Bidwall "		30
"	" 52. L. V. N. Miller without C. Cadius		
"	" 44. F & P. Kelly "		
"	" 178. James Bidwall "		
"	" 179. James Bidwall "		
"	" 62. Lewis Gashene "		
"	Albion Corn. C. Kortright "		
"	90. Jos. J. Clow "		
"	6. John Clearwater "		
"	85. John Clearwater "		
"	73. Fred. Moule "		
"	124. Jacob I. Signer "		
"	144. J. D. B. Hasbrouck "		
"	118. George I. Ackerly "		
"	139. J. D. B. Hasbrouck "		
"	154. Townsend & Perry "		
"	195. Townsend & Perry No. 90. Providence Tons 24.0.0.0		
"	30. Thos. Van Wagner "		
"	53. Thos. Van Wagner "		
"	152. Elijah Alliger "		
"	31. Saml. Green "		
"	196. George I. Ackerly "		
"	164. Townsend & Perry "		
"	155. George Dorrance "		
"	78. James Le Roch "		
"	48		
"	Luther Bradish J. A. McDonnell No. 95. Mdse Tons 18.18.1.0		

94

Account of Arrival & Departure of Boats 1832

September 17	Boat Albion - Cornl. Kortright	Coal	30
	— " — No. 90 - Josh. J. Clow	— " —	30
	— " — " 62. Lewis Gashrie	— " —	30
	— " — " 154. Townsend & Poor	— " —	30
	— " — " 6. John Clearwater	— " —	30
	— " — " 85. John Clearwater	— " —	30
	— " — " 48. Fredk. Markle	— " —	30
	— " — " 73. Fredk. Moale	— " —	30
	— " — " 124. Jacob J. Sequer	— " —	30
	Scow Superior. P. Renfore Mouth Cattle		70
	20 M. Pine Boards 25 ...		1.50
	Meltzage		
			$9.00
	Boat No. 152 Elijah Allega		30
	— " — " 144. J. D. B. Hasbrouck	Coal	30
	— " — " 139. J. D. B. Hasbrouck	— " —	30
	— " — " 195. Townsend & Poor	— " —	30
	— " — " 155 - George Dorman Mill Coal		30
	— " — " 118. George J. Ackerly	Coal	30
	— " — " 78 - James Ten Broeck	— " —	30
	— " — " 30. Thos. Van Wagner	— " —	30
	— " — " 53. Thos. Van Wagner	— " —	30
	— " — " 31. Saml. Green	— " —	30
	— " — " 196. George J. Ackert	— " —	30
	— " — " 116. Jesse Whitney	— " —	30
	— " — " 164. Townsend & Poor	— " —	30
	— " — " 116. Jesse Whitney without Co. lading		pd 30 / 140
	— " — " 182 D. W. Schoonmaker	— " —	30
	— " — " 100. Wilhelmus Bruger	— " —	
	— " Eclipse E. Baldwin	— " —	
	— " United States Isaac Davenport	— " —	
	— " — No. 89. Danl. Snyder	— " —	
	— " — " 109. Joseph Brown	— " —	
	— " — " 37. Jas. D Smith	— " —	
	— " — " 1. Jacob B. Bidwell	— " —	
	— " — " 175 - James Bidwell	— " —	
	— " — " 166. James Bidwell	— " —	pd 1.55
	— " — " 108. Joel H. Miller	— " —	
	— " — " 84. John A. Post	— " —	

.45

Account of Arrival & Departure of Boats 1832

Sept. 17	Boat No. 24 Erastus Smith without Co. lading	
	" — " 186. James Wilkinson — "	
	" — " 158. Townsend & Poor No. 107, Merch. 1 ton 13 c. 16.3.20	
	" — " 162. Thos. Edwards — "	
18th	" Eclipse E. Baldwin — Coal	30
	" No. 109 — Joseph Brown — "	30
	" — " 183 — D. W. Schoonmaker — "	30
	" United States Isaac Davenport — "	30
	" — 100 — Wilhelmus Bergen — "	30
	" — 89. Danl. Snyder — "	30
	" — 87 — J. D. Smith — "	30
	" — 166. James Birdsall — "	30
	" — " 175. James Birdsall — "	30
	" — " 84. John A. Post — "	30
	" — " 1. John A. Pathyre 136 pieces of ice, Toll included in clearance boat of the 7th March —	30
	" — " 24. Erastus Smith — "	30
	" — " 108. Jacob H. Miller — "	30
	" — " 186. James Wilkinson — "	30
	" — 162. Thos. Edwards — "	30
	" — " 147. Alext. Allige — "	30
	" — " 22. Joseph Spangenbergh "	30
	" — " 55 Crick & Middah — "	30
	" Clinton John C. Dubois Stone Coal	30
	" — No. 157. Townsend & Poor — "	30
	" — 160. Chs. McEntee — "	30
	" — 158. Townsend & Poor — Coal	30
	" — " 20. M. Salpaugh — "	30
	" — 75 Abel Abernathy — "	30
	" Clinton J. C. Dubois without Co. lading	
	" — No. 160. Chs. McEntee — "	
	" — " 55 — Couch & Middah — "	
	" — " 147. Alext. Allige — "	
	" — " 157. Townsend & Poor — "	
	" — " 20. M. Salpaugh — "	
	" — " 75. A. Abernathy — "	
	" — " 18. Wm. Crozier — "	
96	" — " 132 J. S. Davis — "	

Account of Arrival & Departure of Boats 1832

Sept.	18	Boat No. 170. G. M. Merrick	without Co. lading	
		— " — " 185. C. H. Crosby	— "	—
		— " — " 42. Moses Kortright	— "	—
		— " — " 58. Richd. Atwell	— "	—
		— " — " 63. Thos. Fowkes	— "	—
		— " — " 70. G. P. Downs	— "	—
		— " — " 69. David Woolsey	— "	—
		— " — " 25. Abijah Lodu	— "	—
		— " Con.t — Josiah Warner	— "	—
		— " — No. 151. Townsend & Poor	— "	—
		— " — " 148. Townsend & Poor	— "	—
		— " — " 172. Townsend & Poor No. 129 Mer—		Weighed 7.3.0.15
		— " — " 103 Sol. Freez	— "	—
	19	— " — " 18. Wm. Crosier	Coal	30
		— " — " 170. G. M. Merrick	— "	30
		— " — " 185. C. H. Crosby	— "	30
		— " — " 132. Jacob S. Davis	— "	30
		— " — " 42. Moses Cortright	— "	30
		— " — " 58. Richd. Atwell	— "	30
		— " — " 148. Townsend & Poor	— "	30
		— " — " 70. G. P. Downs	— "	30
		— " — " 63. Thos. Fowkes	— "	30
		— " — " 69. David Woolsey	— "	30
		— " — " 25. Abijah Lodu	— "	30
		— " Luther Bradish No. 13. J. B. Riddell	Lumber	$39.38
		— " — No. 172. Townsend & Poor	Coal	30
		— " — " 151. Townsend & Poor	— "	30
		— " Henry Cornelius. John A. Palmer	— "	30
		— " Connecticut Josiah Warner	— "	30
		— " — No. 103. Solomon Freez	Erie Coal	30
		— " — " 27. J. D. Smith	Green for Co. "	30
		— " — " 126. D. Cutter	— "	30
		— " — " 88. John Blaushaw	— "	30
		— " — " 56. Josiah Warner	— "	30
		— " — " 167. Townsend & Poor	— "	30

Account of Arrival & Departure of Boats 1832

Sept. 19	Boat No. 126. David Cutter without Co. lading		
	— " — " 27. James D. Smith — " —		
	— " — " 88. John Blauhan — " —		
	— " — " 46. Thos. Fowkes — " —		
	— " — " 56. Josiah Warner — " —		
	— " — " 167. Townsend & Poor — " —		
	— " — " 50. John Campbell — " —		
	— " — " 182. Jonas S. Lasher — " —		
	— " — " 184. Jonas S. Lasher — " —		
	— " — " 174. Thos. Edwards — " —		
	— " Dolphin Joshua Durand — " —		
	— " — No. 29. Wm. Crosier — " —		
	— " — " 135. Chd. McEntee — " —		
	— " — " 65. John Carter — " —		
	— " — " 40. Couch & Middah — " —		
	— " Columbus. J. D. Schoonmaker — " —		
	— " Franklin J. D. Schoonmaker — " —		
1	— " No. 87. David Cutter — " —	108	
	— " — " 91. Adam S. Lefevre — " —		
	— " — " 72. A. Mermans — " —		
~~Sept. 20~~	— " — " ~~Jonas Lasher~~ — " —		
	— " — " 29. Thos. Newcomb — " —		
	— " Speedwell Endicott & Mansfield — " —		
	— " — No. 39. Anthony Cosfell — " —		
Sept. 20	— " — " 50 John Campbell Coal —		30
	— " — " 182 Jonas S. Lasher — " —		30
	— " — " 184. Jonas S. Lasher — " —		30
	— " — " 46. Thos. Fowkes — " —		30
	— " — Dolphin Joshua Durand — " —		30
	— " — No. 135. Chd. McEntee — " —		30
	— " — " 174 Thos. Edwards — " —		30
	Scow Superior. S. Renford to Noath Lack'g 20 M. Pine Boards 25 Ship'g	7.50	
	Mileage	1.50	
	Boat No. 59. Thos. Newcomb Coal	$9.00	30
	— " — " 29. Wm. Crosier — " —		30
98	— " — " 40. Couch & Middah — " —		30

Account of Arrival & Departure of Boats 1832

Date	Boat	Captain	Cargo	
1832 September 20	Boat No. 65.	John Carter	Coal	30
"	" 87.	David Catten	"	30
"	Franklin	J. D. Schoonmaker	"	30
"	Columbus	J. D. Schoonmaker	"	30
"	No. 39.	Anthony Crispell	"	30
"	Speedwell	Ed. & Wm. Ransford	Thirl Coal	30
"	No. 191.	Adam S. Lefevre	Coal	30
"	" 72.	Alexr. Hermance	"	30
"	" 23.	Amasa Ingraham	"	30
"	" 169.	John Addis	"	30
"	" 23.	Amasa Ingraham	without 6. lading	0.2 4.60
"	" 169.	John Addis	"	
"	" 19.	John Elwyn	"	
"	" 168.	Townsend & Poor	"	
"	" 64.	Nichl. Blauhan	"	
"	" 68.	Josiah Warner	"	
"	Lady	Ed. Mansfield	"	
"	No. 80.	F. R. Marshall	"	
"	" 188.	Chs. McEntee	"	
"	" 197.	F. R. Marshall	"	
"	" 35.	Jesse Whitney	"	
"	Eliza	Ed. Murray	"	
"	No. 49.	Adam S. Lefevre	"	
"	" 173.	Seth Sherwood	"	
"	" 81.	Seth Sherwood	"	
"	" 74.	Chs. McEntee	"	
"	" 117.	Cornl. J. Dubois	"	
"	Paul Pry	George Burns	"	
21st	No. 197.	F. R. Marshall	Coal	30
"	" 64.	Nichl. Blauhan	"	30
"	Lady	Ed. Mansfield	"	30
"	Paul Pry	George Burns	1 Box tomb stones to P. Lewis 5 cwt. toll 3/7/4	30
"	No. 19.	John Elwyn	"	30
"	" 117.	Cornl. J. Dubois	"	30
"	" 68.	Josiah Warner	"	30
"	" 188.	Chs. McEntee	"	30
"	" 80.	F. R. Marshall	"	30

99

Account of Arrival & Departure of Boats 1832

1832 Sept. 21	Boat No. 35 Jesse Whitney	Coal	30
	" 168. Townsend & Pooy	"	30
	" 49. Adam S. Lefton	"	30
	" 74. Chs. Mc Entee	"	30
	Scow Spy. J. Phinney — to Mouth Lack. 18 M. Pine Boards 25 M. ft. Wid. Mileage		40 / 6.75 / 1.10 / $8.25
	Boat No. 81. Seth Sherwood	Coal	30
	" 173. Seth Sherwood	"	30
	138 Crispell & Roncesaults	"	30
	" Eliza Edward Murray	"	30
	" John Watts E. E. Depuy	Steil Coal	30
	" No. 199. E. E. Depuy	Coal	30
	" 17. Henry M. Wood	"	30
	" 110 Joel W. Miller	"	30
	" 149. Abm. Rightmire	"	30
	" 187. Saml. Gun	"	30
	" 138 Roncesaults & Crispell without C. lading		02 / 24
	" John Watts E. E. Depuy	"	
	" No. 199. R. W. Depuy	"	
	" 17. Henry M. Wood	"	
	" 149. Abm. Rightmire	"	
	" 187. Saml. Gun	"	
	" 198. Alex. Dewitt	"	02 / 50 / 104
	" 76. C. B. Van Wagnen	"	
	" 43. John Hammill	"	
	" 133. L. L. Coutant	"	02 / 134
	" 163 James Bidwell	"	
	" 176 James Bidwell	"	
	" 189. S. W. Jackson	"	
	" 12. Daniel Drake	"	02 / 74
	" 110 Joel W. Miller from Wurtsboro	"	
	" 67. Richd. Jackson	"	
22d	" 76. Chs. B. Van Wagnen	Coal	30
	" 43. John Hammill	"	30
	" 133. L. L. Coutant	"	30
	" 189. S. W. Jackson	"	30
	" 12. Daniel Drake	"	30
100	" 67. Richd. Jackson	"	30

Account of Arrival & Departure of Boats 1832

September 22	Boat No. 176. James Bidsall	Coal		30
	" " 168. James Bidsall	"		30
	" " 198. Alexr. Dewitt	"		30
	" " 10. J. C. Conkling	"		30
	" " 180. James Bidsall 10. Cords Rope 3.17.00. Coal			30
	" " 45 Moses Coles	Coal		30
	" " 98. Richd. Jackson	"		30
	" " 60. W. B. Vn. Wagner	"		30
	" " 93. Jospe Whitney	"		30
	" " 180. James Bidsall without C. Lading			
	" " 10. J. C. Conkling	"		
	" " 45. Moses Coles	"		
	" " 60. Wessel B Van Wagner	"		
	" Falcon E & Mansfield No. 171. Aug 2.00		14D 6¢	09 187
	" No. 14. C. B. Van Wagner	"		
	" " 61. J. S. Davis	"		
	" " 40. Ira Doty	"		
	" " 21. Ira Doty	"		
	" " 141. Jacob S. Davis	"		
	" " 125. John Carter	"		
permit cost	" " 93. Jospe Whitney 15 Bus. Rye from Rupack to Pinedale		14D 8¢	
per nett cost	" " 194. Jospe Whitney without C. lading			
	" " 97. Abm. Price	"		
24	" Falcon E & Mansfield Mans Coal for Compy 2. Tickets better to work		14D 8¢	30
	" No. 194. Jospe Whitney	"		30
	" " 61. J. S. Davis	"		30
	" " 40. Ira Doty	"		30
	" " 14. Chs. B. Vn. Wagner	"		30
	" "			
	Scow Superior P. Renford Month Lath 20 Mr. Price Boards 25 Mr. Mileage		14D 7.50 1.50 9.00	
	Boat No. 21. Ira Doty	Coal		30
	" " 97. Abm. Price	"		30
	" " 141. Jacob S. Davis	"		30
	" " 125 John Carter	"		30
	" " 76. Henry M. Woods	"		30
101	" " 67 Albert Dewitt	"		30

Account of Arrival & Departure of Boats 1832

Sept. 24	Boat No. 2.	Peter Der Bark	Coal		30
	" " 171.	Townsend & Perry	"		30
	" " 9.	Benjn. J. Blanchan	"		30
	" Commerce	E & Mansfield	Fire Coal		30
	" No. 4.	Jacob A. Snyder	Coal		30
	" " 200.	Townsend & Perry	"		30
	" " 190.	Abel D. Russell	"		30
	" " 57.	Albert Dorritt	without Co. lading		
	" " 79	A. M. Yound	"		
	" " 9.	Benjn. J. Blanchan	"	22/24	
	" " 2.	Peter Der Bark	"		
	" " 190.	Abel D. Russell	"		
	" " 200	Townsend & Perry	"		
	" Commerce	E & Mansfield	"		
	" No. 4.	Jacob A. Snyder	"		
	" " 136.	John Hadyn	"	22/24	
	" Ulster	E & Mansfield	"		
	" No. 5.	C. L. Addis	"		
	" " 153.	Townsend & Perry No. 153. Mer. 2 0.1.3.20			
	" " 143.	D. W. Schoonmaker	"		
	" " 171.	Townsend & Perry	"		
	" Silas Wright Jr.	B. J. Moore No. 180. Mer. 16.5.1.0.			
	" No. 99.	Joel H. Miller	without Co. lading		
	" " 156.	John Ferguson	"		
	" " 15.	Wm. W. Dietz	"	22/24	
25	" " 136.	John Bostwick	Coal		30
	" Ulster	E & Mansfield	"		30
	" No. 5	C. L. Addis	"		30
	" " 143.	D. W. Schoonmaker	"		30
	" " 99.	Joel H. Miller	"		30
	" " 156.	John Ferguson	"		30
	" " 15.	Wm. W. Dietz	"		30
	" " 28.	Wm. Dietz	"		30
	" Virgin	Thos. H. Terwilliger	"		30
	" " 92	Caleb Birch	"		30
	" " 94.	Danl. Snyder	"		30
102	" " 153	Townsend & Perry	"		30

Account of Arrival & Departure of Boats 1832

1832 Sept. 25	Boat No. 114. James Regua Coal 220 tons Pine Boards 5 tons	140 / 224	30
	— " — " 108. Joel H. Miller — " —		30
	— " — " 125. David Evans — " —		30
	Scow Spy J. Plumway Mouth Lake	[illegible]	
	18 M. Pine Boards 25 M. a 7	1.75	
	Wharfage	1.50	
	Boat No. 8. Joshua Kenyon Coal	8.25	30
	— " Resident J. J. Miller — " —		30
	— " No. 16. Solomon Green — " —		30
	— " — " 28. Wm. Dietz without Lading —		
	— " Irvin Thos. H. Tamilyon — " —		
	— " — 92 Caleb Black — " —		
	— " — 114 J. J. Regua — " —		
	— " — 125. David Evans — " —		
Permit Lost	— " — 94. Danl. Snyder — " —		
	— " — 16. Sol. Green — " —		
	— " Resident J. J. Miller — " —		
	— " — No. 8. Joshua Kenyon — " —		
	— " Genl. Hamilton E. Murray — " —		
	— " Phillip Hone. C. Elmore — " —		
	— " — No. 33. John Whitaker — " —		
	— " — " 104. Abm. Boice — " —		
	— " — " 101 Abm. Boyce — " —		
	— " — " 66. Aaron Fran — " —		
	— " Prest. A. J. D. Van Wagner — " —		
	— " No. 140. J. W. Cooper No. 200 Mdze	4.13.0.12	
	— " Athenian J. W. Cooper — " —		
	— " — No. 47. Thos. Newcomb — " —		
	— " — " 111. Benjn. Gue — " —		
	— " — " 34. John M. Kimbark " —		
	— " — " 150. G. M. Hornik — " —		
26	— " — " 33. John Whitaker Coal		30
	— " Genl. Hamilton Lawrence Cain — " —		30
	— " Phillip Hone. C. Elmore — " —		30
	— " — No. 101. Abm. Boyce — " —		30
	— " — " 104. Abm. Boyce — " —		30
	— " — " 140. J. W. Cooper — " —		30
	— " — " 47. Thos. Newcomb Rec. from Con. O to Montclair —		30

103

Account of Arrival & Departure of Boats 1832

Sept. 26	Boat President	A. D. Van Ubaque	Coal	30
	" No. 66	Aaron Green	"	30
	" " 111	J. W. Cooper Benj. Gee	Stone Coal	30
	" " 150	G. M. Heorick	Coal	30
	" Athenian	J. W. Cooper	"	30
	" No. 34	John McKim	"	30
	" " 102	Lewis Garheric	"	30
	" " 32	James Shepston	"	30
	" " 83	F. R. Marshall	"	30
	" " 11	James Purdy	"	30
	" M. Watts	C. Elmer	"	30
	" No. 106	Do. do.	"	30
	Scow Eclipse	Martin Tharp	Mouth Lock	40
		17 M. ~~ft~~ Plank	2/	8.50
		Mileage		1.50
				10.00
	Boat Silas Wright Jr.	B. I. Hoen No. 14	Coal & Lumber	53.81
	" No. 32	James Shepston	without Cargo/lading	
	" " 83	F. R. Marshall	"	
	" " 102	Lewis Garheric	"	
	" M. Watts	C. Elmer	"	
	" 11	James Purdy	"	
	" 86	B. Mathias	"	
	" 3	John T. Davis	"	
	" 38	Benj. Moule	"	
	" 191	John Burns	"	
	" 112	A. Snyder	"	
	" United States	Isaac Davenport	"	
	" No. 95	Wm. C. Coddington	"	
	" " 161	Thos. Newcomb	"	
	" " ~~132~~	~~J. R. Crawford~~ John Doran	"	
27	" " 3	John T. Davis	Coal	30
	" " 38	Benj. Moule	"	30
	" United States	Isaac Davenport	"	30
	" Dolphin	Joshua Diamond	"	30
	" No. 112	Alex. Snyder	"	30
	" " 191	John Burns	"	30
	" " 95	Wm. C. Coddington	"	30
104	" " 161	Thos. Newcomb Stw. fine Coal to Marlboro	314	40 30

Account of Arrival & Departure of Boats 1832

Sept. 27 Scow Superior P. Rexford North Lake — 20 M. Pine Boards Toll 7.50, wharfage 1.50 — $9.00

Boat No. 193 Andrew Dewitt	Coal		30
" 132. J. S. Davis	"		30
~~" 1xx John Ferguson~~	"		~~30~~
" 115. Jeps L. Minkins	"		30
" 7. Peter M. Decker	"		30
" 26. J. J. Cloes	"		30
" 51. B. M. Allegre	"		30
" 152. Elijah Allegre	"		30
" 146. P. Van Keuren	"		30
" 181. James S. Lashey	"		30
" 84. J. J. Miller	"		30
" 41. Brodhead Dietrie without Clading			
" 193. Andrew Dewitt No. 2220 Mdse 3.41			
" 115. Jeps L. Minkins	"		30¢
" 7. Peter Decker	"		
" 26. J. J. Cloes	"		
" 51. B. M. Allegre	"		pd
" 181. James S. Lashey No. 2 new Mds 13.20			pd 75¢
" 146. Phillip Van Keuren without C. lading			
" 152. Elijah Allegre	"		
" 201. Wm C. Coddington	"		
" 82. John J. Miller	"		
" 124. Jacob I. Seguin	"		
" 77. Abm Rice	"		
" 144. S. D. B. Hasbrouck	"		pd 12½¢
" 122. J. I. McCue	"		
" 127. J. I. McCue	"		
" 128. J. I. McCue	"		
" 19. Townsend & Perry	"		
" Albion Com. Cortright	"		
" No. 113. B. I. Heman	"		pd 55¢
" 62. Lewis Garheric	"		
" 165 Townsend & Perry No. 165 Mdse 16.7.1.15			pay
" 52. L. V. N. Miller without C. Lading			

105

Account of Arrival & Departure of Boats 1832

Sept 28	Boat No 201. Wm C. Coddington	Free Coal	30
	" " 124. Jacob I. Sequin	Coal	30
	" " 41. Brodhead Dubois	"	30
	" " 77. Abm Rice	"	30
	" " 144. J. D. B. Hasbrouck	"	30
	" Albion Cornl Cortright	"	30
	" " 122 James I. McCue	"	30
	" " 127 James I McCue	"	30
	" " 128 James I McCue	"	30
	" " 195 Townsend & Poor	"	30
	" " 113. Reyn S. Hoover	Free Coal	30
	" " 62. Lewis Gerkin	Coal	30
	" " 165. Townsend Poor	"	30
	" " 162. Thos Edwards	"	30
	David Stott. Hiram Sherman No 226.	Sundries 2.03	5.37
	Boat No 90. J. J. Clow	Coal	30
	" " 192 David Dubois	"	30
	" " 52. L. V. N. Miller	"	30
	" Lambert Jenkins Wm H. Coutant	lighter from Coal to Ho Lock No 10. No 4 Sec	30
	" 36 Thos Newcomb	Coal	30
	Mason E & Mansfield	"	30
	Collier E & Mansfield	"	30
	" No 162. Thos Edwards	without Cr Lading	
	" " 192. David Dubois	"	
	" " 90. Jert J. Clow	"	
	" Lambert Jenkins Wm H. Coutant	"	
	" No 36. Thos Newcomb	"	
	" Collier Endicott & Mansfield	"	
	" Mason Ditto	"	
	" 202. Cornl S. Dubois	"	
	" 118. G. I. Ackerly	"	
	" " 59. Danl Snyder	"	
	" No 142. Josiah Warner	"	
	" " 159. Chs McEntee	"	
	" " 134. Chs McEntee	"	19
106	" " 77. J. Bidrall	"	

1832 Account of Arrival & Departure of Boats

Sept. 28	Boat No. 178.	James Birdsall without Cl. lading		
	— " — " 179.	James Birdsall	— " —	
	— " — " 37.	D. C. Smith	— " —	1/2 3/4
	— " — " 78.	James Ten Brink	— " —	
	— " — " 196.	G. I. Ackerly	— " —	
	— " — " 148.	Townsend & Poor No. 250 Marked		Tons 2. 17. 2 6
	— " — " 164	Townsend & Poor No. 252 Mrd		1. 15. 3. 0
29	— " — " 89.	Danl. Snyder Coal		30
	— " — " 118.	George I. Ackerly	— " —	30
	— " — " 142	Josiah Warner	— " —	30
	— " — " 202.	Cornl. I. Dubois	— " —	30
	— " — " 159.	Chs. Mc Entee	— " —	30
	— " — " 177.	James Birdsall	— " —	30
	— " — " 134.	Chs. Mc Entee	— " —	30
	— " — " 196	George I. Ackerly	— " —	30
	— " — " 6.	John Clearwater	— " —	30
	— " — " 148.	Townsend & Poor Fine Coal		30
	— " — " 179.	James Birdsall Coal 1 bbl flour to Lock No. 4. 34		14 30
	— " — " 178.	James Birdsall	— " —	30
	— " — " 85	John Clearwater	— " —	30
	— " — " 78.	James Ten Brink	— " —	30
	— " — " 37.	J. D. Smith	— " —	30
	— " — " 120.	M. Salpaugh	— " —	30
	— " — " 164	Townsend & Poor	— " —	30
	— " — " 157	Townsend & Poor Coal		30
	— " — " 139	J. D. B. Hasbrouck	— " —	30
	— " — " 147	Alexr. Alexander Fine Coal		30
	— " — " 6.	John Clearwater without Cl. lading		
	— " — " 85.	Ditto	— " —	
	— " — " 157.	Townsend & Poor	— " —	
	— " — " 120.	M. Salpaugh	— " —	
	— " — " 139.	J. D. B. Hasbrouck	— " —	
	— " — " 147.	Alexr. Alexander	— " —	
	— " Steam	A. I. D. Van Wagner	— " —	
	— " — 204.	A. I. D. Van Wagner	— " —	
	— " — 75	Abel Abernethy	— " —	
167	— " — 203.	Henry O Lemon	— " —	

Account of Arrival & Departure of Boats 1832

Sept 29	Boat No. 157 J. G. Frost ~~[illegible]~~ Co. lading —	
	" " 172 Townsend & Poor " —	
	" " 106 Alex. Snyder " —	
	" " 25 Abijah Loder " —	42/47
	" " 71 D. R. Marshall " —	
	" " 104 Wilhelmus Hughes " —	82/76
	" " 27 James D Smith " —	102/44
	" " 160 Chs. McEntee " —	
	" " 186 James Wilkinson " —	
	" " 157 Townsend & Poor " —	
	" Latta Cradick No. 248 Mchds. — 15.7.1.0	

108

1832 Account of Arrival & Departure of Boats

October 1	Boat Swain A. J. D. Van Wagner Coal		30
	" No. 106. Alex. Snyder "		30
	" 204. A. J. D. Van Wagner "		30
	" 75. Abel Abernethy "		30
	" 203. Henry G. Lawrence "		30
	" 137. J. G. Brown "		30
	" 151. Townsend & Pooy "		30
	" 25. Abijah Lodey "		30
	" 100. Wilhelmus Bugey "		30
	Scow Superior P. Renford North Lack Fld		
	20 M. Pine Boards 25 Pt.	7.50	
	Mileage	1.50	
		$9.00	
	Scow Pioneer Edw. Miller North Lack Fld		
	20 M. Pine Boards 25 Pt.	7.50	
	Mileage	1.50	
		9.00	
	Boat No. 186. James Wilkinson Fine Coal		30
	" 27. James D. Smith "		30
	" 71. J. R. Marshall "		30
	" 172. Townsend & Pooy "		30
	Scow Spy Joseph Phinney No. 1 Lumber	$23.06	
	Boat No. 160. Capt. McEntee Fine Coal		30
	" 44. J. & P. Kelly Coal		30
	" 96. Alex. Snyder "		30
	" 96 Alex. Snyder without Co. Lading 369 Kegs & 7 half Kegs & 50 Kegs Powder for Co.		
	" 84. John A. Pert "		
	" 185. Abel Abernethy 50 Kegs Powder for Co.		
	" 44. J. & P. Kelly "		
	" 18. Wm. Crosier 50 Kegs Powder for Co. a lottle part 1 Keg for own Boat		
	" 24. Ezra Smith "		
	" 109. Joseph Brown "		
	" 158. Townsend & Pooy "		
	" 65. John Carter "		
	" 175. James Birdsall "		
	" 166. James Birdsall "		4/44
	" Schuylkill B. al. Hown No. 248. Merd. 24.1.3.10		
	" No. 63. Thos. Parker without Co. lading		
	" 88. John Blanshan "		
	" 59. Thos. Newcomb "		

1832 Account of Arrival & Departure of Boats

October 2	Boat No. 85 – Abel Abernethy	Coal	30
"	" – " 84. George A. Best	"	30
"	" – " 59. Thos. Newcomb 6 ton Castle Nails box 3 lb		30
"	" – " 197. H. R. Marshall	Fine Coal	30
	" – " 109. Joseph Brown	Coal	30
	" – " 18. Wm Crosier	"	30
	" – " 24. Elector Smith	"	30
	" – " 175 – James Birdsall	"	30
	" – " 166. James Birdsall	"	30
	" – " 65. John Carter	"	30
	" – " 158 – Townsend & Poor	"	30
	" – " 63 – Thos. Stokes	"	30
	" – " 88 – John Blanshan	Fine Coal	30
	" Draalfskill B. S. Hoar	Coal 1 Rec'd 1 Bbl Sein & Pump at 55	Pd. $1.00 30
	" – No. 54 – J. J. Clow	Coal 21 Kegs & 14 half Kegs Powder	30
	" – " 135 – Charles McEntee	"	30
	" – " 29. Wm Crosier		30
	" – " ~~55. Thos. Demilt Van Wagenen~~		~~30~~
	" – " 197. H. R. Marshall without C. lading		
	" – " 29. Wm Crosier	"	
	" – " 58. Thos. Van Wagenen	"	
	" – " 54. J. J. Clow 21 qr Casks & 14 half Casks Powder 1 deficient		
	" – " 170 – Geo. Hornick	"	
	" – " 206. John A. Latimore	"	
	" – " 135 Chl. McEntee	"	
	" – " 69 – David Woolsey	"	
	" Mercury Consolus Nelson Birdsall	"	
	" – No. 31. Saml. Gunn	"	
	" – " 39. Anthony Crispell	"	
	" – " 126. David Catter	"	
	" – " 167. Townsend & Poor	"	
	" – " 42. Moses Rotright	"	
	" – " 154. Townsend & Poor No. 246. March 7th 14.61.9		
	" – " 58. John Campbell	"	99 / 144
	" Pheasant E. & Mansfield	"	
	" – 138. Rosacrants & Crispell	"	
110	" Olive Branch A. B. Bross – without	"	

1832 Account of Arrival & Departure of Boats 1832

Oct. 2	Boat Orphan Boy. Ch.^d McEutu without C. lading		
	— " — No. 117. Cornl. J. Dubois	"	—
	~~— " No. 1 John A. Patmore~~	"	~~[illegible]~~
	— " — " 145 John Ferguson	"	~~[illegible]~~
	— " — " 70 George J. Downs	"	—
	— " — " 72. Alex. Hermann	"	—
	— " — " 80 F. R. Marshall	"	—
	— " — " 64 N. Blanshan	"	—
3rd	— " Henry Conrader Nelson Bidsall Coal		30
	— " No. 86. J. E. West	"	30
	— " — " 70. G. M. Herrick	"	30
	— " — " 39. A. Crispell	"	30
	— " — " 126. D. Cutler	"	30
	— " — " 69 David Woolsey	"	30
	— " — " 31 Saml. Gunn	"	30
	— " — " 1. John A. Patmore	"	30
	— " — " 206 John A. Patmore	"	30
	— " — " 164 J & Poor	"	30
	— " — " 42 Moses Rootwright	"	30
	— " — " 154 Townsend & Poor		30
	— " — " 72. Alexr. Hermann Illeg. Coal		30
	— " — " 50. John Campbell	"	30
	— " — " 138. Crispell & Roncraunts	"	30
	— " — " 70 George J. Downs	"	30
	— " — " 117 Cornl. J. Dubois	"	30
	— " — " 64. Nichl. Blanshan	"	30
	— " Pheasant E & Mansfield	"	30
	— " Mohawk Ch.d McEutu	"	30
	~~— " Pheasant E. Mansfield~~	"	~~30~~
	— " No. 145 John Ferguson	"	30
	— " 67 Richd. Jackson	"	30
	— " 98. Richd. Jackson	"	30
	— " — " 80. F. R. Marshall	"	30
	— " — " 17. Henry M. Wood 5 at price [illegible] Weston		26 ~~30~~
	— " — " 149. Abm. Vegtenie	"	30
	— " Luther Bradish J. B. Bidwell No. 2 Lumber [illegible]		$49.18

111

1832 Account of Arrival & Departure of Boats

Date	Boat	Master	Cargo		Toll
October 3rd	Boat Mohawk	Chs. McEntee	without Cr. lading		
	" No. 165	Townsend Poor	"		
	" " 98.	Richd. Jackson	"		
	" " 67.	Richd. Jackson	"		
	" " 17.	H. M. Wood	"		
	" " 149.	Abm. Lightmein	"		
	" Clinton	J. C. Dubois	"		
	" No. 169.	John Adder	"		
	" " 119.	Peter Ten Bush	"		
	" " 188.	P. Rose	"		
	" Connecticut	Josiah Warner	"		
	" No. 73.	Fredk. Moule	"		
	" " 184.	James S. Laiker	"		
	" " 10.	Jon. Conckton	"		
	" " 207.	Nichl. Birdsall	"		
	" " 74.	Chs. McEntee	"		
4	" " 119.	Peter Ten Bush	Coal		30
	" " 169.	John Addis	"		30
	" " 165.	Jn. Poor	1 bb. whiskey to Bhomer	1.00	30
	" " 188.	Chs. McEntee	"		30
	" " 74.	Chs. McEntee	"		30
	" Clinton	John C. Dubois	"		30
	~~Scow~~ Superior	P. Reifors	Mouth Lackn.		
			20 Pine Boards 25 ft. @ 1/2	7.50	
			Mileage	1.50	
				9.00	
	Boat Cont.	Josiah Warner	Coal		30
	" David Scott	James Morris No. 3	Lumber	24.87	
	" No. 73.	Fredk. Moule	Coal		30
	" " 207.	Nichl. Birdsall	"		30
	" " 184.	James S. Larkin	"		30
	Scow. Pioneer	Edward Mosler	Mouth Lackn.		~~30~~
			20 M. Pine Boards 25 M. 1/2	7.50	
			Mileage	1.50	
				9.00	
	Boat No. 35	Jesse Whitney	Coal		30
	" " 56.	Josiah Warner	"		30
	" " 450.	Moses Coles	5 tons Coal to Marlboro	2.00	30
	" " 93	Jesse Whitney	Coal		30
	" " 194.	Jesse Whitney	"		30

112

1832 Account of Arrival & Departure of Boats 1832

Oct. 4	Boat No. 56 Josiah Warner without C.º Lading		40 1.12½
	— " — 35. Jesse Whitney — " —		47
	— " — 46. Moses Coles — " —		
	— " — 43. John Hammill — " —		
	— " — 93. Jesse Whitney — " —		
	— " — 194 Jesse Whitney — " —		
	— " — 155. Cornl. Allegar — " —		20
	— " — 199. E.º E. Depuy — " —		
	— " — 13. Abm. Mowris — " —		
	— " Leader E & Mansfield — " —		
	— " No. 49. A. S. Lefevre — " —		
	— " — 182. Jonas S. Lasher — " —		
	— " — 174. Thos. Edwards — " —		
	— " — 81. Seth Sherwood — " —		
	— " — John Watts E. E. Depuy — " —		54
	— " No. 23. Amasa Ingraham — " —		
	— " Eliza. Edw. Murray No. 307 Mercds. 1.10.0		7
	— " — No. 189. S. W. Jackson without C.º lading		40
	— " — 163. James Bedall — " —		
	— " — 180. James Bedall — " —		
	— " Speedwell E & Mansfield No. 240 Merchd.		7.2.3.5
	— " No. 173 Seth Sherwood without C.º Lading —		
3rd	— " — 43. John Hammill Coal —	40	30
	— " — 164. E. E. Depuy Mill Coal [illegible]	40	30
	— " — 155. Cornl. Allegar Coal —		30
	— " — 13. Abm. Mowris — " —		30
	— " John Watts E. E. Depuy — " —		30
	— " — No. 49. Adam S. Lefevre — " —		30
	— " — 81. Seth Sherwood — " —		30
	— " — 173 Seth Sherwood — " —		30
	— " Orphan Boy Chs. McEntee — " —		30
	— " No. 182 Jonas S. Lasher — " —		30
	— " — 23. Amasa Ingraham — " —		30
	— " Eliza Edw. Murray — " —		30
	— " No. 103. D & H. C. Co. — " —		30
	— " — 174 Thos. Edwards — " —		30
	— " — 180 James Bedall — " —		30
113	— " — 163 James Bedall — " —		30

Account of Arrival & Departure of Boats 1832

Date	Entry		
Oct. 5	Boat No. 40 Couch & Meddah without Co. lading		
	— " — Orphan Boy — Chs. McEntee — " —		
	— " — No. 76 — C. B. Van Wagner — " —		
	— " — " 14. C. B. Van Wagner — " —		
	— " — " 200. J. H. Poor — " —		
	— " — " 171. H. Poor — " —		
	— " — " 116. Jesse Whitney No. 6. Plaster 27.14, 3.15		
	— " — " 79. H. M. Wood without Co. lading 3⅞		
	— " — " 19. John Elwyn — " —		
	— " — " 187. Saml. Guer — " —		
	— " — " 190. Abel D. Russell — " —		
	— " — " 168. Townsend & Poor — " —		
6	— " — " 189. S. W. Jackson — " —		30
	— " Olive Branch A. B. Bross		30
	— " — No. 40. Couch & Meddah Mine Coal		30
	— " Leading — E. Mansfield 4032 ft. Pine Bound to Eddyville	40 4.32	30
	Nailing	48	
	— " Speedwell — ditto 3998 ft. Pine do. to Eddyville	4.80 3.99	30
	Nailing	48	
	— " No. 14. Chs. B. Van Wagner — " —	4.47	30
	— " — " 76. Chs. B. Van Wagner — " —		30
	— " — " 200. J. H. Poor — " —		30
	— " — " 116. Jesse Whitney — " —		30
	— " — " 79. Henry M. Wood — " —		30
	— " — " 171 Townsend & Poor — " —		30
	— " — " 19. John Elwyn — " —		30
	— " — " 190. Abel D. Russell — " —		30
	— " — " 187. Saml. Guy — " —		30
	— " — " 168. Townsend & Poor — " —		30
	— " — " 92. Caleb Black — " —		30
	— " — " 92. Caleb Birch without Co. lading		
	— " — " 30. Thos. Van Wagner — " —		
	— " — " 12. Dan. Drake — " —		
	— " — " 141. J. J. Davis — " —		
	— " — " 125. John Carter — " —		
	— " — " 198. Alexr. Dewitt — " —		
	— " — " 60. W. B. Van Wagner — " —		
	— " — " 9. B. J. Blanshan — " —		
114	— " — " 133. L. L. Constant 10 Kegs R. R. Spikes		

Account of Arrival & Departure of Boats 1832

Oct. 9	Boat No. 57. Albert Dewitt without Co. lading	
	" Genl. Hamilton Laurence Cain "	
	" No. 33. John Whitaker "	
	" " 5. C. L. Addis Kegs & Co. Spikes	
	" " 61. Jacob S. Davis without Co. lading	
October 8	Boat No. 30. Thos. Van Wagner Coal	30
	" " 61. Jacob S. Davis "	30
	" " 47. Thos. Newcomb "	30
	Scow Sapina. J. Renfro & Mouth Lock 40	
	20 Mt. Pass Boyd 25 — 7.50	
	Mileage — 1.50	
	$9.00	
	Boat No. 12 Daniel Drake Coal	30
	Scow Ronca. Edwd. Miller Mouth Lock 40	
	20 Mt. Pass Boyd 25 7.50	
	Mileage 1.50	
	9.00	
	Boat No. 141. Jacob S. Davis Coal	30
	" " 9. Benj. J. Hauhan "	30
	" " 125. John Curtis "	30
	" " 148. Alex. Dewitt "	30
	" " 60. Wessel B. Van Wagner "	30
	" Genl. Hamilton Laurence Cain "	30
	" No. 133. L. L. Coutant "	30
	" " 57. Albert Dewitt "	30
	" " 33. John Whitaker "	30
	" " 152. Elijah Alligre "	30
	" " 15. Wm. W. Deets "	30
	" " 156. John Ferguson Fine Coal	30
	" Virgin Thos. H. Terwilleger Coal	30
	" No. 123. David Evans "	30
	" " 2. Peter Du Bois "	30
	" " 28. Wm. Deets "	30
	" " 5. C. L. Addis "	30
	" United States Grace Davenport "	30
	" No. 114. James S. Requa "	30
	" " 104. J. Rich "	30
	" " 21. Abm. Carney Fine Coal	30
	Virgin. T. H. Terwilleger without Co. lading	
	Boat No. 47. Wm. Newcomb "	
115	" " 123. David Evans "	

Account of Arrival & Departure of Boats 1832

October 8 Boat No 15. Wm W. Deitz without Co lading —
— " — " 28. Wm W. Deitz 10 Kegs Nails or Spikes
— " — " 156. John Ferguson 11 Kegs Spikes — 44/37
— " U States. Isaac Davenport — " —
— " — No 2. Otto Van Bush — " —
— " — " 114. James I Requa — " —
— " — " 152. Elijah Allger — " —
— " — " 153. Townsend & Poor — " —
— " — " 131. John Bostwick — " —
— " — " 104. J. Rich — " —
— " — " 101. Abm Boyce — " —
— " — " 8. Joshua Kenyon — " —
— " — " 68. Josiah Warner — " —
— " — " 162. Thos Edwards — " —
— " — " 94. Danl Snyder — " —
— " — " 156. G M. Herrick — " —
— " — " 21. Abm Carney — " —
— " — " 95. Wm C. Coddington — " —
— " — " 143. D. W. Schoonmaker — " — 18/57
— " — " 4. Jacob A. Snyder — " —
— " — " 41. John Selleron — " —
— " — " 140. J. W. Coafin — " —
— " Lowell Endicott & Mansfield No 279. Plaster 25.11.3.13
— " Ditto — Ditto — " —
— " No 99. Jolt H. Miller — " —
— " Silas Wright Jun B. J. House. No 23. Mdse 19.6.2 —
— " No 115 Jesse Whitney — without Co lading —
— " — 176 James Biddle — " —
— " Friend James Price — " —
— " No 161. Thos Newcomb — " —
— " — " 198 Andrew Dewitt — " —
— " — " 83. Jesse L Strukins — " —
— " — " 102. Lewis Garhorie — " —
— " — " 148. D & Poor — " —
— " Falcon E & Mansfield — " —
— " — 3 John P Davis — " —
116 — " — No 132/57 Jacob J Doorst / B. M. Allger — " —

1832 Account of Arrival & Departure of Boats

Oct. 9	Boat No. 153. Townsend & Poor	Coal	30
	— " — " 8. Joshua Denyan	— " —	30
	— " — " 101. Abm Royce	— " —	30
	— " — " 136. John Bostwick	— " —	30
	— " — " 98. Wm C. Coddington	— " —	30
	— " — " 143. D. W. Schoonmaker	— " —	30
	— " — " 94. Danl Snyder	— " —	30
	— " — " 68. Josiah Warner	— " —	30
	— " — " 162. Thos Edwards	— " —	30
	— " — " 150. G. M. Herrick	— " —	30
	— " — " 51. G. B. McAllister	— " —	30
	— " — " 4. Jacob A. Snyder	— " —	30
	— " — " 40. John Cooper Filton	— " —	30
	— " — " 161. Thos Newcomb Stone Coal 2.49 / Secd fire coal to Wardboro		30
	— " — " 99. Joel H. Miller	Coal —	30
	— " Utica E. & Mansfield 1 M. Pine boards	$1.12	30
	— " Laurel E. & Mansfield 3½ M. Pine boards	$3.92	30
	— " No. 83. F. R. Marshall	Stone Coal	30
	— " — " 140. J. W. Cooper	Coal	30
	— " — " 115. Jesse L. Simkins	— " —	30
	— " — " 102. Lewis Jackson	— " —	30
	— " — " 176. James Birdsall	— " —	30
	— " J. B. Watton C. Elmore	— " —	30
	— " Falcon G. Elmore	— " —	30
	— " No. 132. Jacob L. Davis	— " —	30
	— " Friend James Paie	— " —	30
	— " J. B. Watton C. Elmore without Co. lading —		
	— " No. 97. Abm Rice	— " —	
	— " Albion Comd. Kortright	— " —	
	— " No. 11. James Purdy	— " —	
	— " — " 145. T & Poor	— " —	
	— " — 201. W. C. Coddington	— " —	
	— " — 66. Aaron Stacey	— " —	
	— " — 87. David Catler	— " —	
	— " — 100. Joel H. Miller 22.8.0. & Porter —		
	— " — 157. T & Poor without Co. lading —		
	— " American S. W. Cooper	— " —	

117

Acct. of Arrival & Departure of Boats 1832

Octr. 9	~~Boat~~ No. 26. J. J. Clow without Cr. lading —	
	— " — President A. I. D. VanWagner — " —	
	— " — No. 122. James I. McCae — " —	
	— " — " 127. James I. McCae — " —	
	— " — " 112. B. I. Houre — " —	
	— " — " Eclipse E. Baldwin — " —	
	— " — " 144. J. D. B. Hasbrouck — " —	P.L. 757
	— " — " 41. Brodhead Dubois — " —	
	— " — " 151. T & Poor — " —	
	— " Phillip Hone No. 38. B. Mathies. Plaster & Cr.	12.41.0
10	— " No. 193. Andrew Detrill Coal —	30
	— " — " 157. Townsend & Poor — " —	30
	— " — " 148. T & Poor — " —	30
	— " — " 3 — John P. Davis — " —	30
	— " — " 97 — Abm. Price — " —	30
	— " Silas Wright Jr. B. I. Houre No. 4. Coal. Lumber. glass &c.	$42.08
	— " — No. 110. Joel H. Miller Coal	30
	— " Albion Cornl. Kortright — " —	30
	— " — No. 122. James I. McCae — " —	30
	— " — " 195 — Townsend & Poor — " —	30
	— " — " 11. James Pardy — " —	30
	— " — " 201. Wm. C. Coddington — " —	30
	— " — " 87. David Cutler — " —	30
	— " — " 113. Bract. I. Houre ~~Mill~~ Coal	30
	— " — " 26. Jost J. Clow Coal —	30
	— " — " 127. James I. McCae — " —	30
	— " — " 66. Aaron Freer — " —	30
	— " Eclipse — E. Baldwin — " —	30
	— " — No. 144 J. D. B. Hasbrouck — " —	30
	— " — " 151. Townsend & Poor — " —	30
	— " Philip Hone — B. Mathies — " —	30
	— " No. 172 Townsend & Poor — " —	30
	— " President A. I. D. Van Wagner " —	30
	— " — No. 41. Brodhead Dubois — " —	30
	— " Athenian J. W. Cooper — " —	30
	— " — 172. T & Poor without Cr. lading —	
	— " — 32. James Mepston — " —	

118

Account of Arrival & Departure of Boats 1812

Oct. 11	Boat No 6. John Clearwater ~~without~~ 6 ~~Lading~~		
	— " — 85 John Clearwater — " —		
	— " — 36. Thos. Newcomb (boat prior Coal to Warmboro / 10 Ct. wheat Kyte Mouth)	HD 314 / 94 / 408	
	— " — 89. Daniel Snyder — " —		
	— " — 164. T & Poor — " —		
	— " Franklin J. D. Schoonmaker — " —		
	— " No 46. Thos. Fowkes — " —		
	— " — 52. L. V.N. Miller — " —		
	— " — 90. Jer. J. Clow — " —		
	— " — 82 John J. Miller — " —		
	— " — 191. John Barns — " —	99 / 104	
	— " — 91. Adam S. Lefever — " —		
	— " — 78. James Ter Bush — " —		
	— " — 205. Henry I. Reed — " —	99 / 170	
	— " — 25. Abijah Loder — " —		
	— " — 124. Jacob S. Segner — " —		
	— " — 128. James R. McClew — " —		
15	— " — 6. John Clearwater Coal		30
	— " — 85 John Clearwater — " —		30
	" — 32. James Skipton — " —		30
	— " — 36 Thos. Newcomb — " —		30
	— " — 89 Daniel Snyder — " —		30
	— " Franklin J. D. Schoonmaker — " —		30
	Scow Superior – P. Rexford. Mouth Lock n. / 20 M Pine Boards 25 Ct. pr M / Wharfage	HD / 7.50 / 1.50 / 9.00	
	Boat No 164. Townsend & Poor Coal		30
	— " — 52 L. V.N. Miller — " —		30
	— " — 46 Thos. Fowkes — " —		30
	— " — 90. Jer. J. Clow — " —		30
	— " — 191. John J. Miller ~~Flies~~ Coal		30
	— " — 90. Jer. J. Clow Coal		30
	— " — "		
	Scow Pioneer – Edw. Miller Mouth Lock n. / 20 ~~M~~ Pine Boards ~~25 M~~ / Wharfage	7.50 / 1.50 / 9.00	
	Boat No 124 Jacob S. Segner – Coal		30
	— " — 82. John J. Miller — " —		30
119	— " — 91. Adam S. Lefever — " —		30

Account Arrival & Departure of Boats 1832

Date	Boat	Name	Cargo		Toll
October 11	Boat No 25	Abijah Loder	Coal		30
"	" 128	James I McClue	"		30
"	" 215	Henry J. Reed	"		30
"	" 108	Joel B. Miller	"		30
"	" 146	Phillip Van Keuren	"		30
"	" 78	James DuBois	"		30
"	" 139	J. D. B. Hasbrouck	"		30
"	" 7	Peter M Decker	"		30
"	" 37	James D Smith	without C. lading		
"	" 27	James D Smith	"		
"	" 118	G. I. Ackert	"		
"	" 196	G. I. Ackert	"		
"	Mass.ts	E & Mansfield	"		
"	Collier	E & Mansfield	"		
"	No 7	Peter M Decker	"		
"	" 146	P Van Keuren	"		
"	" 139	J. D. B. Hasbrouck	"		
"	" 108	Joel B. Miller	"	~~29/30~~	
"	" 192	David Dubois	"		
"	" 202	Corn.s I Dubois	"		
"	Swan	A. I. D. Van Wagner	"		
"	No 106	Alex.r Snyder	"		
12	Mass.ts	E & Mansfield	Coal		30
"	Collier	E & Mansfield	"		30
"	No 37	James D Smith	"		30
"	" 27	James D Smith	"		30
"	" 202	Corn.s I Dubois	~~Free~~ Coal		30
"	Swan	A. I. D. Van Wagner	[illegible]	[illegible]	30
"	No 118	G. I. Ackert	Coal / ~~toll flour~~ Narrows	[illegible]	30
"	" 196	~~George I Ackert~~	"		30
"	" 106	Alex.r Snyder	"		30
"	" 121	Tho.s C. Snyder	"		30
"	" 192	David Dubois	"		30
"	Dolphin	Joshua Dumond	"		30
"	" 44	H. P. Kelly	"		30
"	" 75	Abel Abernethy	"		30
"	" 185	A. Abernethy	"		30

120

Account of Arrival & Departure of Boats

1832				
October 12th	Boat No. 121. Thos. C. Snyder without Co. Lading	—		
	— Dolphin Joshua Dunn	— " —		
	— " — No. 75. A. Abernethy	— " —		
	— " — " 44. D & P. Kelly	— " —		
	— " — " 185 A. Abernethy	— " —		
	— " — " 71. D. R. Marshall	— " —		
	— " — " 120. M. Salpaugh	— " —		
	— " — " 65. John Carter	— " —		
	— " — " 84. John A. Bert	— " —		
	— " — " 197. D. R. Marshall	— " —		
	— " — " 206. John A. Patterson	— " —		
	— " — " 202. Joseph Spangenburgh	— " —		
	— " — " 77. Abm Price	— " —		
	— " — " 186. James Wilkinson	— " —		
	— " — " 158. Townsend & Perry	— " —		
	— " Rome. Lewis Raymond	— " —	140/105	
13th	— " — No 197. D. R. Marshall Coal [stone coal & [illegible]]		140/224	30
	— " — " 65. John Carter	— " —		30
	— " — " 120. M. Salpaugh	— " —		30
	— " — " 71. D. R. Marshall	— " —		30
	— " — " 206. John A. Patterson	— " —		30
	— " — " 84. John A. Bert	— " —		30
	— " — " 158. Townsend & Perry Stone Coal			30
	— " — " 22. Joseph Spangenburgh	— " —		30
	— " — " 186. James Wilkinson	— " —		30
	— " — " 77. Abm Price	— " —		30
	— " J. S. Hendricks, Lewis Raymond	— " —		30
	— " — No 53. Sylvester Botts	— " —		30
	— " — " 59. Thos Newcomb	— " —	140/496	30
	— " Rondout – J. J. Mcilroy Coal [Stone from Coal to Worbloro]	—		30
	— " — No. 177. James Birdsall Coal	—		30
	— " — " 178. James Birdsall	— " —		30
	— " — " 179. James Birdsall	— " —		30
	— " — " 179. James Birdsall without Co. lading			
	— " — " 178 Ditto	— " —		
	— " — " 59. Thos. Newcomb	— " —		
	— " Rondout – J. J. Mcilroy	— " —		

121

Account of Arrival & Departure of Boats 1832

October 13	Boat No 177. James Biddall	without C. Lading	
	" " 169. Joseph Brown	"	
	" " 67. Richd Jackson	"	
	" " 64. Richd Blanshan	"	
	" " 55. Couch & Middah	8. R. R. Wagon Wheels	
	" " 203. Henry O. Lawrence	"	
	" " 18. Wm Crane	"	
	" " 167. Townsend & Poor	No 100 Sund 7.10.0	
	" Mohawk. D. Snyder	"	
	" No 175. James Biddall	"	
	" " 24. Erastus Smith	"	
	" " 69. David Woolsey	"	
	" " 39. Anthony Crispell	"	
	" " 170. G. Wm. Hornick	"	
	" " 72. H. Herman	"	
	" " 88. John Blanshan	"	
	" " 138. Crispell & Rosa cranty	"	
15	" " 169. Joseph Brown	Coal	30
	" " 67. Richd Jackson	"	30
	" " 55. Couch & Middah	"	30
	" " 64. Richd Blanshan	"	30
/	Scow Superior P. Renford	Mouth Lackn 20 M. Price Road 25 M 4/-	7.50
		Mileage	1.50
			$9.00
/	Scow Spy. A. J. Phinney	Mouth Lackn 18 M. Price Road 25 M 4/-	6.75
		Mileage	1.50
			$8.25
	Boat No 39. Anthony Crispell	Coal	30
	" " 203. Henry O. Lawrence	"	30
/	Scow Pioneer. E. P. Miller	Mouth Lackn 20 M. Price Road 25 M 4/-	7.50
		Mileage	1.50
			$9.00
	Boat No 18. Wm Crane	Coal	30
	" " 167. Townsend & Poor	"	30
	" " 138. Crispell & Rosa cranty	"	30
	" " 69. David Woolsey	Fine Coal	30
	" Mohawk. D. Snyder	Coal	30
	" No 24. Erastus Smith	"	30
	" " 72. H. Herman	"	30
	" " 175. James Biddall	"	30

Account of Arrival & Departure of Boats 1832

Oct	15	Boat Swaalfskill. B. I. Hover Coal	30
		— " — No 170. G. M. Herrick — " —	30
		— " — " 42 — Mans Kortright — " —	30
		— " — " 88. John Hawthan — " —	30
		— " — " 100. Wilhelmus Bergher — " —	30
		— " — " 154. J & Poor — " —	30
		— " — " 31. Saml. Gunn — " —	30
		— " — " 188. Chs. McEntee — " —	30
		— " — " 42. Mans Kortright without C. lading	
		— " — " 100. Wilhelmus Bergher — " —	
		— " — " 154. J & Poor — " —	
		— " — " 31. Saml. Gunn — " —	
		— " — " 166. James Bidwall — " —	
		— " Swaalfskill — B. I. Hover — " —	
		— " No 1 — Jacob B. Bidwell — " —	
		— " — " 184. Chs. McEntee — " —	
		— " — " 188. Chs. McEntee — " —	
		— " — " 159. Chs. McEntee — " —	
		— " — " 134. Chs. McEntee — " —	
		— " — " 98. Richd. Jackson — " —	
		— " John Wents — G. E. Depuy — " —	
		— " No 43. John Hawhizel — " —	
		— " — " 63. Phil. Brooks — " —	pd 50
		— " — " 142. David Hugausen — " —	
		— " — " 187. I. G. Frost — " —	
		— " — " 62. Lewis Gephiere — " —	
		— " — " 48. Abolum Decker — " —	
		— " — " 117. Cornl. I. Dubois — " —	
		Scow Spy A. J. Phinney without lading	
		Boat No 169. John Addis — " —	
		— " — " 208. N. Bidwell — " —	pd 50
		— " — " 199 — H. W. Depuy — " —	
		— " — " 17. A. M. Wood — " —	
	16	— " — " 135. Chs. McEntee — Coal	30
		— " — " 134 Ditto — " —	30
		— " — " 159 Ditto — " —	30
		— " — " 98. Richd. Jackson — " —	30

October 16	Boat No 63. Thos. Towker	Free Coal	30
	" " 1. Jacob B. Bidwell	Coal — 140/37 (10th from to Hendleys rate)	30
	" John Morts – E. E. Depuy	Coal	30
	" No 43. John Hunnell	"	30
	" " 62. Lewis Gaskeric	"	30
	" " 17. W. M. Wood	"	30
	" " 48. Abyalom Deckey	"	30
	" " 137 – J. G. Frost	"	30
	" " 117 – Corn. I. Dubois	"	30
	Sco'w Eclipse – Martin Thorp – Mouth Lock – 1258 ft hard Lumber 2 — Wicklage	$6.29 / 1.50 / $7.79	
	Boat No 199. R. W. Depuy	Coal	30
	" " 169 – John Adkins	"	30
	" " 208 – N. Birdsall	15 cw. from Coal to P. Jervis – 140/8.80	30
	" " 125. David Cutler	"	30
	" " 149. Abm Rightmire	"	30
	" " 142 – David Hugaunen	"	30
	" " 70. George P. Decorus	"	30
	" " 126. David Cutler	without Cr. Lading	
	" " 70. George P. Decorus	"	
	" " 149 Abm Rightmire	"	
	" " 50 John Campbell	"	
	" " 45. Moses Coles	"	140/12 1/2
17	" " 45 Moses Coles	Coal	140/264 30
	" " 50. John Campbell	5 cw. from Coal to Wurtsboro – Coal	30
	" " 10. J. C. Conkling	"	30
	" " 29. Wm Crosley	"	30
	" " 35 – Jesse Whitney	"	30
	" " 194 – Jesse Whitney	"	30
	" " 93. Jesse Whitney	"	30
	" " 112 – Alexr Snyder	"	30
	" " 23. Aymara Ingraham	"	30
	" " 173. Seth Sherwood	"	30
	" " 81. Seth Sherwood	"	30
	" " 184. Jonas S. Lakey	"	30
	" " 207. Nelson Mc Dowell	10 tu. from Coal & Wurtsboro – 140/7	30
	" " 189. S. W. Jackson	Free Coal	30

124

Account of Arrival & Departure of Boats 1832

1832	Boat ~~Luther Bradish~~ No. 5 J. R. Bidwell Cash Glass & Lumber		40.64
October 17	Boat No. 200. S. L. Poor — Coal —		30
	— " — " — 29. Wm. Cronise without Co. Lading		30
	— " — " — 23. Azariah Ingraham — "	—	
	— " — " — 35. Jesse Whitney — "	—	
	— " — " — 194. John Whitney — "	—	
	— " — " — 93. John Murphy — "	—	
	— " — " — 112. Albert Snyder — "	—	
	— " — " — 207. Nelson Birdsall — "	—	
	— " — " 184. Jonas J. Lasher — "	—	
	— " — " — 178. Seth Sherwood — "	—	
	— " — " — 81. Seth Sherwood — "	—	10
	— " — " 200. S. L. Poor — "	—	25
	— " — " 189. J. W. Jackson — "	—	
	— " — " 145 John Ferguson — "	—	
	— " — Genl. Hamilton L. Coin — "	—	
	— " — No. 57. Albert Dewitt — "	—	
	— " — " 163. James Birdsall — "	—	
	— " — " 33. John Whitaker — "	—	
	— " — Eliza Edward Murray No. 131 Sun.	4.7	2.20
18	— " — No. 145. John Ferguson Coal		30
	— " — " 57. Albert Dewitt — "	—	30
	— " — " 33. John Whitaker — "	—	30
	— " Genl. Hamilton Lawrence Coin — "	—	30
	— " — No. 163. James Birdsall — "	—	30
	— " Eliza — Edward Murray — "	—	30
	— " — 152 — Elijah Allison — "	—	30
	Scow Superior P. Reiford Mouth Creek 20 M. Pine Boards 25 M. of 7.50 mileage 1.50	$9.00	
	Scow Spy — Joseph Phinney Mouth Lack. 18 M. Pine Boards 25 M. of 6.75 mileage 1.50	8.25	
	Boat No. 119. Peter Dubois Coal —		30
	— " — " 190. Abm. Russell — "	—	30
	— " — " — 74. Chs. McCarter — "	—	30
	— " — " 171. S. L. Poor 6 Hhds. whiskey to Mouth, 1 bbl flour to Lackawack	6.5	30
	— " — " 212 — David Duguan — "	—	30
	— " — " 168. S. L. Poor — "	—	30
	— " Clinton John C. Dubois — "	—	30

Account of Arrival & Departure of Boats

1832 Oct. 18	Boat No. 152.	Elijah Alliger	without Co. lading		
"	" 119	Peter Ten Brink	"		
"	" 74.	Chs. Mc Entee	"		
"	" 212.	D. Hugasian	"		
"	" 171.	T. & Poor	"	$\frac{42}{80}$	
"	Clinton	J. C. Dubois	"		
"	No. 168.	Townsend & Poor	"		
"	" 47.	Thos. Newcomb	"		
"	Pheasant	E. & Mansfield	"		
"	No. 181.	Jonas S. Lasher	"		
"	Speedwell	E. & Mansfield	"		
"	" No. 160.	Chs. Mc Entee	3 Bbls. Tallow for Co.	$\frac{93}{270}$	
"	" 30.	Thos. Van Wagner	"		
"	" 55.	T. H. Terwilliger	"		
"	Argus	T. H. Terwilliger	"		
"	Leader	E. & Mansfield	"		
"	No. 182.	Jonas S. Lasher	"		
"	" 79.	H. M. Wood	"		
"	" 198.	A. Dewitt	"		
"	" 8.	Joshua Hengan	"		
"	" 153.	Townsend & Poor	"		
19	" 47.	T. Newcomb	7 tons fire coal to Wurtsboro; 6 tons " to Mountt.	37½; 82½	30
"	Speedwell	E. & Mansfield	5 Bbls. Whiskey to Wurtsboro toll on 4 ½; [illegible]	89; 480	30
"	No. 155.	T. B. Terwilliger			30
"	" 181.	Jonas S. Lasher	Coal		30
"	Pheasant	E. & Mansfield	"		30
"	Argus	T. H. Terwilliger	"		30
"	" 160	Chs. Mc Entee	3 Bbls. Tallow for Comp.		30
"	" 30	Thos. Van Wagner	"		30
"	Leader	E. & Mc Entee	"		30
"	No. 182	Jonas S. Lasher			30
"	" 198.	A. Dewitt	Fine Coal		30
"	" 79.	Henry M. Wood	Coal		30
"	" 8.	Joshua Hengan	"		30
"	" 153	T. & Poor	"		30
"	" 104.	J. Rich	"		30
126 "	" 101	Abm. Boyce	"		30

Account of Arrival & Depature of Boats

Date		Boat	Name	Cargo		Amount
1832 Octr. 19	Boat	No. 58.	Hiram Sherman	~~without Cl~~ Coal		30
	"	" 54	Jost. J. Clow	Coal "		30
	"	" 56.	Josiah Warner	" "		30
	"	" 180.	James Birdsall	"		30
	"	Commerce	E & Mansfield	"		30
	"	No. 104.	J. Rich without Co. lading			
	"	" 101.	Abm. Boyce	"		
	"	" 51.	Hiram Sherman	"		
	"	" 54.	J. J. Clow	"		~~65 / 150~~
	"	" 56.	Josiah Warner 16 Carm Wheels			30
/	"	" 180.	James Birdsall ~~without~~ Co. lading			
	"	" 161.	Thos. Newcomb	"		
	"	" 116.	Jesse Whitney	"		
	"	Commerce	E & Mansfield	"		
	"	No. 95.	Wm. C. Coddington	"		
	"	" 204.	A. T. D. Van Wagner	"		
	"	" 57.	B. M. Alliger	"		
	"	" 92.	Caleb Rich	"		
	"	" 5.	Comnd. L. Addis	"		
	"	" 19.	John Elwyn	"		
	"	" 28.	Wm. Deits	"		
	"	" 15.	Wm. W. Deits 17 kegs Spikes			
	"	" 156.	John Ferguson	"		
20	"	" 204.	A. T. D. Van Wagner	Coal		30
20	"	" 161.	Thos. Newcomb	sent from Coal Co.	4 D. / 49	30
	"	" 95	Wm. C. Coddington	Marlboro Coal		30
	"	" 92.	Caleb Birch	"		30
	"	" 15.	Wm. W. Deits	"		30
	"	" 51.	Hiram Sherman	"		30
	"	" 28.	Wm. Deits	"		30
	"	" 114.	James Sequa	Fill Coal		30
	"	" 19.	John Elwyn	Coal		30
	"	" 36.	Thos. Newcomb	"		30
	"	" 5.	Comnd. L. Addis	"		30
	"	" 148.	J. & Poor	"		30
	"	" 156.	~~J. & Poor~~ John Ferguson			30
120	"	" 128	David Evans	Fine Coal		30

Account of Arrival & Departure of Boats

Date	Boat	Name	Cargo	Amount	
1832 Oct. 20	Boat No. 143.	D. W. Schoonmaker	Coal		30
	" 132	J. S. Davis	"		30
	" 141.	J. S. Davis	"		30
	" 16		"		30
	" 148.	Townsend & Poor	without Cº Lading		
	" 114.	James S. Reyno	"		
	" 123.	David Evans	"		
	" 132	Jacob S. Davis	"		
	" 143.	D. W. Schoonmaker	"		
	" 162.	Thos. Edwards	"		
	" 187.	Saml. Gunn	"		
	" 211.	Jacob A. Snyder	"		
	" 141.	Jacob S. Davis	"		
	David Scott	James Morris No. 6.	Glass Lumber	$46.46	
	Boat No. 125	John Carter	without Cº lading		
	" 183	Adam S. Sleight	"		
	" 174	Thos. Edwards	"		
	" 12	Danl. Drake	"		
22	Scow Sapaun	P. Rexford	Mought Lackd. 20 M. Pine Boards 25 M pr ft 7.50; Midcage 1.50	9.00	
	Scow Pioneer	Henry Rexford	Mought Lackd. 20 M. Pine Boards 25 M pr ft 7.50; Midcage 1.50	$9.00	
	Boat No. 125	John Carter	Coal		30
	" 162.	Thos. Edwards	"		30
	" 211.	Jacob A. Snyder	"		30
	" 187.	Saml. Gunn	"		30
	" 183	Adam S. Sleight	"		30
	" 174	Thos. Edwards	"		30
	" 49.	Adam S. Lefevre	"		20
	" 157.	Townsend & Poor	"		30
	" 193	Andrew Dewitt	"		30
	" 9.	Benja. S. Blanshan	"		30
	" 76.	Chs. B. Van Wagnen	"		30
	" 150.	G. M. Kerrick	"		30
	" 61.	Jacob S. Davis	Fine Coal		30
	" 157.	Townsend & Poor	Coal		30

128

Account of Arrival & Departure of Boats

1832			
October 22	Boat No. 157. J & Poor without C° lading		$\frac{p^d}{50}$
	" " 61. J. S. Davis "		
	" " 150. G. M. Herrick "		
	" " 49. Adam S. Lefeve "		
	" " 9. Benjn. S. Blanchard "		
	" " 76. Ch^s. B. Van Wagner 11 Boxes Candles 17 Rolls Packing		
	" " 157. J & Poor without C° lading		
	" " 193. Andrew Dewitt "		
	" " 195. J & Poor "		
	" " 213. Caleb Elmore "		
	" McWatts Caleb Elmore "		
	" No 172. J & Poor "		
	" Con^t. J. Warren "		
	" No 124. Jacob S. Sigmer "		
	" " 21. Abm Carney 16. kegs Spikes		
	" " 4. J. A. Snyder "		
	" " 25. Abijah Low "		
	" " 34. John M Ostenback "		
	" " 68. Joseph Warren "		
Permit Lost	" " 88. J. R. Marshall "		
"	" " 80. J. R. Marshall "		
	" " 164. J & Poor "		
	" " 115. Jesse L. Skinkins "		
	" " 136. John Bostwick "		$\frac{p^d}{50}$
	" " 94. Daniel Snyder "		
	" Albein Corn^s. Hartright "		
	" No 52. L. V. N. Miller "		
	" " 102. Lucas Garlsere "		
	" " 90. Jos^h. J. Cloice "		
23	" " 124. John Barns Coal		30
	" McWatts C. Elmore "		30
	" 213. C. Elmore "		30
	" 11. James Purdy "		30
	" 195. J & Poor "		30
	" 80. J. R. Marshall "		30
	" 172 J & Poor "		30
	" Connec^t. J. Warren "		30

Account of Arrival & Departure of Boats

Date	Boat	Cargo	
1852 October 23	Boat No 83. S. R. Marshall	Coal	30
"	" 4. J. A. Snyder	"	30
"	" 164. S. Poor	"	30
"	" 21. Abm Carney	"	30
"	" 25. Abijah Loper	"	30
"	Albion. Cornl. Wortright	~~Full~~ Coal	30
"	No 34. John M. Kimbark	Coal	30
"	" 68. Jonah Warner	"	30
"	" 115. Jesse L. Simkins	"	30
"	" 130. John Bortwick	"	30
"	" 94. Davd. Snyder	"	30
"	" 90. Jert. J. Clow	"	30
"	" 52. L. W. N. Miller	"	30
"	" 102. Ligois Garkerie	"	30
"	~~" 103. Jacob Green~~	without Co. Lading	
"	" 206. John A. Patmore	"	
"	65. John Carter	"	
"	Court Jert. Bessmer	"	
"	No 78. James Ter Bush	"	
"	" 146. Phillip Van Keuren	"	
"	" 2. Peter Ter Bush	"	
"	" 37. James D. Smith	"	
"	" 27. James D. Smith	"	
"	" 86. Elias J. Kent	"	
"	~~201~~ Wm. C. Coddington	"	
"	" 144. J. D. Hasbrouck	"	
"	" 135. Jn H. Coatants	"	32 / 457
24	" 103. Jacob Green	Coal	30
"	" 65. John Carter	"	30
"	" 206. John A. Patmore	"	30
"	Court Jert. Bessmer	"	30
"	No 2. Peter Ter Bush	"	30
"	" 78. James Ter Bush	"	30
"	" 146. Phillip Van Keuren	"	30
"	" 20. John Murphy	"	30
"	" 27. J. D. Smith	tld from Coutts. Marlboro 31	30
130	" 37. J. D. Smith	"	30

Account of Arrival & Departure of Boats

Date	Entry		Toll
1832 October 24	Boat No. 144. J. D. Hasbrouck Coal		30
	" " 165. F. & P. [illegible] table [illegible] Paupack 3 1/2 / 1 [illegible] to Ellenville	40 / 12 1/2	30
	" " 201. Wm C. Coddington "		30
	" " 133. L. L. Coutant "		30
	" " 86. James E. Kent "		30
25	Scow Pioneer Rexford & [illegible] Mouth Lack.r	40	
	~~15~~ M. Pine Boards 25 M pr	6.75	
	Mileage	1.50	
		8.25	
"	Scow Superior P. Rexford Mouth Lack.r	40	
	1 bb flour to Paupack & 1 bb. Molasses to Daniel [illegible] / 20 M. Pine Boards 25 M pr	7.50	40
	Mileage	1.50	9 1/2
		9.00	
pd	" " P. Rexford from ~~Dock~~ No. 30. 2 M. Pine Boards 8 1/2 [illegible]		40 / 2 1/2
	Boat No. 12 Daniel Drake Coal		30
27	" A. Jackson John J. Miller "		30
29	Scow Pioneer Henry Rexford Mouth Lack.r		
	18 M. Pine Boards 25 M pr	6.75	
	~~Scow~~ Mileage	1.50	
		8.25	
	Scow Superior P. Rexford Mouth Lack.r		
	20 M. Pine Boards 25 M pr	7.50	
	Mileage	1.50	
		$9.00	
	Boat No. 205. Henry S. Reed Coal		30
	" " 85. John Clearwater "		30
	" ~~Cato~~ John Clearwater "		30
	" Friend James Pine "		30
	" No. 118. George I. Ackert "		30
	" " 44. D. & P. Kelly "		30
	" " 139. J. D. B. Hasbrouck "		30
	" " 186. James Wilkinson "		30
	" " 44. D. & P. Kelly without Co. lading		
	" " 85. John Clearwater "		
	" Cato Ditto "		
	" No. 196 G. I. Ackert "		
	" Friend James Pine "		
	" 118. G. I. Ackert "		
	" 205. Henry S. Reed "		
	" 139. J. D. B. Hasbrouck "		
	" 186. James Wilkinson "		
	" 66. Aaron Freer "		
	" 87. David Cutter "		
131	" 147. D. Van Wagner "		

Account of Arrival & Departure of Boats

1832			
Octr 29	Boat Abraham A. I. Van Wagner without Cr loading		177
1	" — No. 108. Joel H. Miller	— " —	74
	" — " 99 — Ditto	— " —	
	" — " 82 — John J. Miller	— " —	
	" — " 67. Richd Jackson	— " —	
	" J. I. Hendricks Lewis Raymond	— " —	
	" No. 13 — Ed. W. Wood	— " —	
	" Dolphin Joshua Diamond	— " —	
	" No. 97. Abm Rice	— " —	
	" — " 26 — J. J. Cloes	— " —	
	" — " 109. Joseph Brown	— " —	
	" — " 138. Crispell & Roncrants	— " —	
	" — " 89. D. Snyder	— " —	
	" — " 120. M. Salpaugh	— " —	
	" Mohawk Chs. Mc Entee	— " —	
	" No. 98. — Richd Jackson	— " —	
	" " 75. A. Abernethy	— " —	
30	" — " 196. George I. Ackert	Coal —	30
	" — " 147. D. Van Wagner	— " —	30
	" — " 87. David Catley	— " —	30
	" Abraham A. I. D. Van Wagner	" —	30
	" — No. 67. Richd Jackson	— " —	30
	" — " 99. Joel H. Miller	— " —	30
	" — " 82. John J. Miller	— " —	30
	" — " 89. Danl Snyder	— " —	30
	" — " 108. Joel H. Miller	— " —	30
	" — " 13. Edwd W. Wood	— " —	30
	" J. I. Hendricks Lewis Raymond	— " —	30
	" — No. 138. Crispell & Roncrants	— " —	30
	" — " 109. Joseph Brown	— " —	30
	" Dolphin Joshua Diamond	— " —	30
	" — No. 97 Abm Rice	— " —	30
	" — " 66. Aaron Freer	— " —	30
	" — " 75. A. Abernethy	— " —	30
	" — " 185 A. C. Abernethy	— " —	30
132	" — " 120. M. Salpaugh	[illegible] Coal	30
	" — " 26. Jn. J. Cloes	Coal	30

Account of Arrival & Departure of Boats

1832 Oct. 30	Boat Mohawk Chs. McEutie Coal		30
	— " — John Warts. E. E. Depuy — " —		30
	— " — No. 55. Couch & Meddah — " —		30
	— . — " — 98. Richd. Jackson — " —		30
	— " — " 122. James J McCue — " —		30
	— " — " 127. James J McCue — " —		30
	— " — " 128. James J McCue Fine Coal		30
	" — " 185. A. Abernethy without Clading —		
	— " — " 122. James J McCue — " —		
	— " — " 127. James J McCue — " —		
	— " — " 140. J. W. Cooper — " —		pd 180
	— " John Warts. E. E. Depuy — " —		
	— " — No. 106. Alexr. Snyder — " —		
	— " — " 55. Couch & Meddah — " —		
	— " — " 128. James J McCue — " —		
	— " — " 46. Thos. Fowkes — " —		
	— " — " 197. J. R. Marshall — " —		
	— " — " 71. J. R. Marshall — " —		
	— " — Pres. A. J. D. Van Wagner — " —		
	— " — " 192. David Dubois — " —		
	— " — " 43. John Hammill — " —		
	— " Phillips Horse Capt Elmore — " —		
	— " — No. 202. Cornl. J. Dubois — " —		
	— " — " 117. Cornl. J. Dubois — " —		
	— " — " 203 Henry O Lawrence — " —		
	— " — " 72. A. Hermans — " —		
	— " — " 69. David Wolsey — " —		
	— " — " 88. John Bloomhan — " —		
	— " — " 134. Chs. McEutie — " —		pd 20
	— " — " 31. Saml. Gree — " —		
	— " — " 177. James Riddall — " —		
	— " — " 93. Jesse Whitney — " —		
	— " — " 57. J. Newcomb — " —		
	— " — " 113. B. J. Moore — " —		
	— " — " 33. John Whitaker — " —		
	— " — " 191. John Burhans — " —		pd 100
183	— " — " 40. Couch & Meddah — " —		
	— " — " 194 Jesse Whitney — " —		

Oct. 31	Boat No. 106	Alex. Snyder	Coal	30
"	" 140.	J. W. Cooper	"	30
"	" 71.	F. R. Marshall	"	30
"	" 117.	Corn. I. Dubois	"	30
"	" 197.	F. R. Marshall	"	30
"	Pres.	A. I. D. Van Wagner	"	30
"	No. 46.	Thos. Fowkes	"	30
"	" 192	David Dubois	"	30
"	" 202.	Corn. I. Dubois 7 M ft. Pine boards 24 M	40/75	30
"	" 72.	Alex. Herman	"	30
"	" 203.	Henry O Lawrence	"	30
"	Falcon	E. Mansfield	"	30
"	No. 134.	Chs. McCarter	Fine Coal	30
"	" 40.	Couch & McDonald	Coal	30
"	" 31	Saml. Gunn	"	30
"	" 88.	John Blanshan	"	30
"	" 69.	David Woolsey	"	30
"	Phillip Hone	C. Elmore	"	30
"	No. 42	Moses Kortright		30
"	" 59	Thos. Newcomb 4 tons fine Coal to Marlboro	40/25	30
"	" 24.	Ecorter Smith without Co. lading		
"	" 208.	Nelson Birdsall	"	2/20
"	" 63.	Thos. Fowkes	"	
"	" 42.	Moses Kortright	"	
"	" 22.	Jas. Spangenburgh	"	
"	" 70	G. P. Dawes	"	
"	" 10.	J. C. Conklin - 130 Bars round Iron 251 Bars ditto, Grind stone 3 Vices 1 Anvil & 17 Bundles Iron	40	
"	" 207	Nelson Birdsall without Co. lading		
"	" 17.	H. M. Wood	"	
"	" 170.	G. M. [illegible]	"	
"	Ulster	E. Mansfield	"	
"	No. 8.	Wm. Conner	"	1/
"	Rondout	J. Kenyon	"	
"	No. 179.	J. Birdsall	"	
"	" 121.	Thos. Snyder	"	60
134 "	" 53.	Sylvester Wheeler	"	

Account of Arrival & Departure of Boats 1832

1832 Octr. 31	Boat No. Nafft	E & Mansfield ~~without~~ Co. lading —	No. 212. Mer.	19.15.3.9
	" Collier	E & Mansfield	"	
	" No. 135	Chs. McEwen	"	34
	" 188	P. Ross	"	127
	" 159	A. D. Ross No. 267. Merchd.		4.0.1.0
	" 32	Jas. Shepston	"	
	" 126	Davy Cutter	"	
	" 149	R. Despey	"	
	" 45	Moses Coles	"	
	" 169		"	
	" Luther Maddick	J. B. Bidwell Merchd.		13.12.0.19
	" No. 154	Sherwood & Poor No. 272. Sundr.		2.12.1.0
	" 176	James Birdsall ~~without~~ Co. lading		
	" 50	John Campbell 5. Casks oil for the Comp.		
	" 166	James Birdsall ~~without~~ Co. lading		
	" 158	S & Poor	No. 235 Mer.	23.16.0.0
	" 167	S & Poor	" 246 "	11.4.3.0
	" 62	Lewis Garbise ~~without~~ Co. lading		
	" 110	Joel H. Millers	"	
	" 57	Albert Drouth	"	
	" Eliza	Edward Murray	"	
	" No. 144	Abm. Rightmire	"	35
	" Genl. Hamilton	Laurence Cain	"	
	" Luther Maddick	B. J. Horne No. 195 Mer.		

0922

Weekly Newspaper Columns of News and Notes about the Gravity Railroad, January 2, 1885—May 29, 1885

A newspaper column of news and notes exclusively about the Gravity Railroad was published regularly, but not weekly, in the newspapers published in Carbondale in the period September 15, 1882—October 28, 1892.

For the period September 15, 1882—May 7, 1886, these columns were titled *Gravity Notes*, and they were written by three different correspondents: "Mountaineer," "Wide Awake," and "Wideawake."

For the period March 3, 1887—October 28, 1892, these columns of news and notes about the Gravity Railroad had nine different titles: *Gravity Happenings, Along the Gravity, From the Gravity Planes, Notes from the Gravity, Notes from the Gravity Road, From the Gravity Road, Along the Gravity Road, Up on the Moosic, Along the Planes.* An author's name is not given on any of these columns.

These columns of news and notes about the Gravity Railroad are all very interesting historical documents. Frequently they contain facts about the Gravity Railroad that are recorded nowhere else. Frequently, as well, they contain comments and observations of a gossipy/in-crowd nature which were understood/fully comprehended only by Gravity employees at the time. These columns are always interesting, to be sure, and we have learned a lot in reading them all.

All of these newspaper columns of news and notes exclusively about the Gravity Railroad will be published in Volumes VII, VIII, IX, and X of this series on the Delaware and Hudson Canal Company's Gravity Railroad.

In Volume VII we published the columns for the period September 15, 1882—November 30, 1883.

In Volume VIII, we published the columns for the period January 4, 1884—December 30, 1884.

In the present volume, Volume IX, we present, here below, the columns for the period January 2, 1885—May 29, 1885.

In Volume X, we will publish the columns for the period June 2, 1885—October 28, 1892.

Here, then, are the newspaper columns of news and notes about the Gravity Railroad (all of these columns are titled *Gravity Notes)* that were published in the *Carbondale Leader* and the *Carbondale Advance* in the period January 2, 1885—May 29, 1885.

Carbondale Leader, *Gravity Notes*, January 2, 1885, p. 1

GRAVITY NOTES.

January the 2th, 1885.

Charles Monk received a beautiful easy chair for a Christmas present.

Henry Sampson was on the sick list last Wednesday, his wife is also very low.

The funeral of the late Mrs. James Brady, was largely attended on Tuesday.

An old lady named Maconnon, had a narrow escape from death last Tuesday. She was walking up No. 18 plane, when a trip of light cars struck her, but with sufficient force to throw her from the track and down a bank. She was not seriously injured.

> An old lady named Maconnon was struck by light cars on Plane No. 18 last Tuesday.

Charlie Ball was confined to the house with sickness on Tuesday.

There is to be a masquerade party at Gravity Rink this evening. Those wearing masks will skate two hours and dance two hours, then skate unmasked. All are invited.

> Roller skating at Gravity Rink

Henry Lippert, Ed. Inch, William Hunter, Hiram Inch, Wallace Case and men under the direction of Mr. Wm. McMullen, are at work at No. 8 getting ready for the new boilers. With 8 boilers Andy says he can yank the cars bald-headed.

> Eight new boilers to be installed at Plane No. 8

Sam. Hale has been working at No. 3 this week during the absence of Peter Stark.

Philo Gunsauls and bride returned from their wedding tour on Tuesday.

Charlie Smith, of the ten mile level, is a very fine roller skater.

> "Charlie Smith, of the ten-mile level, is a very fine roller skater."

William Williams has been ploughing this week on his farm at No. 5.

Mrs. Peter McDermott, of No. 4, met with a serious accident on Wednesday afternoon. She was walking up No. 4 plane, between the wall of No. 3 breaker plane and the main road at a point where there is only about four feet space to stand when a trip is passing up No. 4 plane. She saw a trip coming and stepped back as far as possible, but in some manner her dress caught on the trucks and she was thrown down, as she fell her head struck the wall, cutting a fearful gash. She was taken to her home unconscious. It was thought she could not recover, but she was better yesterday, and Dr. Gillis has hopes of her recovery. Her escape from instant death was miraculous.

> Narrow escape from death for Mrs. Peter McDermott on Plane No. 4

WIDEAWAKE.

Carbondale Leader, *Gravity Notes*, January 6, 1885, p. 1

GRAVITY NOTES.

Coal business is slack this way and the same North.

Miss Ella Cole, of No. 16, has been visiting friends in Carbondale for the past few days.

There will be preaching at No. 4 Chapel to-morrow evening by the Pastor, Rev. R. P. Christopher.

The ice harvest began yesterday at No. 7 and 4 ponds, but it looked rather discouraging this morning for much of a crop.

Alonzo Foster is quite seriously ill with a cold and fever.

A number of men have been suspended from the gravity this week owing to the dull times. Most of the men will be allowed to change so as to get in several days each month.

Mrs. Peter McDermott is improving as fast as can be expected. Her injuries are not dangerous.

George Correll and Harry Wolcott, of the valley road, called on their gravity friends yesterday.

Justus and Winton Cary received a telegram from Scranton on Sunday announcing the dangerous illness of their mother. They started early yesterday morning for her bedside.

The masquerade skating and dancing carnival at the Gravity rink last Friday evening was the finest affair the people of Waymart have yet enjoyed. The managers were E. C. Ensign, W. L. Carr, H. D. Niles and O. S. Ensign.

WIDEAWAKE.

"The ice harvest began yesterday at No. 7 and 4 ponds, but it looked rather discouraging this morning for much of a crop."

"A number of men have been suspended from the gravity this week owing to the dull times. Most of the men will be allowed to change so as to get in several days each month."

George Correll and Harry Wolcott work on the valley road of the D&H.

"The masquerade skating and dancing carnival at the Gravity [roller skating] rink last Friday was the finest affair the people of Waymart have yet enjoyed. The managers were E. C. Ensign, W. L. Carr, H. D. Niles and O. S. Ensign."

Carbondale Leader, *Gravity Notes*, January 9, 1885, p. 1

James Craik of No. 4 seriously injured in Coal Brook mines on Tuesday as he was firing a blast.

GRAVITY NOTES.

Miss Rosa Thomas, of Pittston, Pa., is the guest of Miss Carrie Shaffer, of No. 9.

Mr. James Craik, of No. 4, was seriously injured in Coal Brook mines on Tuesday. He was firing a blast, and before he could get away it went off. He was fearfully burned about the face, and it was thought he would lose his eye-sight, but it is hoped this will not be the case. He is attended by Dr. Gillis, of Carbondale.

Mrs. Cary, whose dangerous illness was announced in Tuesday's LEADER, died on Tuesday evening, in Scranton, aged 77 years. Her remains were brought to Carbondale on Wednesday. The funeral was attended yesterday at 2 o'clock p. m., interment in Canaan.

Miss Annie Udy, of Dundaff, visited her parents at No. 8 foot, this week.

Robt. Swan says the next time he is sent for a doctor in the night, he will know where to send him, and not have the M. D. searching for sick children all night.

Dick, the tool boy, takes the cake for describing an accident.

Mrs. J. E. Ketchum still remains seriously ill, with but slight signs of improvement.

Frank Tappen says he would be glad if pulley-cars could be run on the mountain; from No. 4 down anyway.

WIDEAWAKE

Carbondale Leader, *Gravity Notes*, January 13, 1885, p. 1

GRAVITY NOTES.

This is bad weather for the lumbermen.

Gravity men paid for December by Paymaster Atherton

Paymaster Atherton passed over the gravity to Honesdale yesterday and presented the men with their pay for the month of December.

The friends of Rev. S. Homan will give him a donation at gravity rink, Waymart, next Thursday evening. After supper those who wish can enjoy themselves on the rollers. A good time is anticipated. All are most cordially invited to attend.

Donation held for Rev. S. Homan at Gravity rink in Waymart

F. M. Osborne was in Honesdale yesterday.

R. Z. McMillen, of the summit, is a visitor in Scranton to-day.

"Frank Faulkner now oils the pulleys from No. 28 foot to the head of No. 8. Richard Udy is working with the section men. . ."

Frank Faulkner now oils the pulleys from No. 28 foot to the head of No. 8. Richard Udy is working with the section men. Frank is a welcome guest on the mountain line. The LEADERS are delivered on time and he does many other favors for the boys which are highly appreciated.

James Craik is doing as well as can be expected. He will have one good eye and the other one may be all right when the swelling subsides.

Thomas Pengilly met with a serious accident on Saturday. He was unloading logs at the saw mill and in some manner a log was rolled against him breaking one of his legs. Dr. Gillis was called and set the broken limb. Tom is now doing well.

Wood Miller attended Castle rink, Honesdale, last evening and witnessed the Decker family exhibition. He pronounced it A No. 1.

The roller skating rink in Honesdale was called the Castle rink.

Peter Stark has gone to Wyoming to spend the winter.

Alonzo Foster is still confined to his home with sickness. WIDEAWAKE.

Carbondale Leader, *Gravity Notes*, January 16, 1885, p. 1

GRAVITY NOTES.

Refreshments at all hours of the night at the Globe Hotel.

Frank Faulkner was 33 years of age yesterday.

Mrs. J. E. Ketchum is again slowly improving.

Michael Rourke resumed work at No. 12 this week, and it is the wish of all that he may be entirely restored to health.

Michael Rourke works at No. 12.

Johnson Swackhammer, of Canaan township, died last Tuesday evening, of heart disease, aged about 55 years. The funeral will be held this morning at 11 o'clock, from the M. E. church in Waymart, interment in Canaan Corners cemetery. Deceased was a brother of Mrs. George Dimock, of Carbondale; Mrs. Nicholas Hapeman, of Pittston, and Mrs. Jennie Berry, of No. 9. He was unmarried.

Johnson Swackhammer died on Tuesday, aged about 55.

The curve at the bottom of the South Canaan loop was popularly known as Swackhammer's Curve.

Mrs. James Bassett, of Waymart, passed away from earth last Tuesday morning, aged about 33 years. She had been a patient sufferer for over a year with that dreaded disease, consumption, which caused her death. She leaves a husband and three children. She was a sister of Mrs. Richard Williams, of Scranton, and sister-in-law to Mrs. John Berry, of Carbondale. The funeral was held yesterday at 1 o'clock and was largely attended.

Charlie Avery has accepted a position with the stone masons.

Robert Harris, and wife, moved into Alex. Ball's house at No. 9 last Tuesday.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes*, January 20, 1885, p. 1

GRAVITY NO] ES.

"The D. & H. began their ice harvest in earnest yesterday."

The D. & H. began their ice harvest in earnest yesterday.

Ben Gardner, of Carbondale, is to cnt 1000 tons of ice at No. 4 pond this winter. He began yesterday.

"Ben Gardner, of Carbondale, is to cut 1000 tons of ice at No. 4 pond this winter. He began yesterday."

Warren Thorp fell through the ice yesterday while at work harvesting ice.

Warren Thorp thinks yesterday was a cool day to go in bathing, but men who cut ice sometimes do many things they don't wish to.

The Gravity rink is gaining in popularity each day.

The donation held at the Gravity rink last Thursday evening for the benefit of Rev. Mr. Homan was socially and financially a grand success.

Gravity rink becoming popular. Donation for Rev. Mr. Homan was socially and financially a grand success.

Mrs. Henry Sampson, a notice of whose dangerous illness has appeared in these notes died last Wednesday evening of consumption aged 82 years and 10 months. Deceased leaves a husband and three children. The funeral service was held on Saturday last and was largely attended.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes,* January 23, 1885, p. 1

"Ben. Gardner cut and loaded into cars over 100 tons of ice yesterday."

GRAVITY NOTES.

Mrs. J. E. Ketchum who has been so seriously ill is very much better.

Ben. Gardner cut and loaded into cars over 100 tons of ice yesterday.

Miss Rosa Thomas who has been visiting Miss Carrie Shaffer, started for home yesterday.

The ice on No. 4 pond is a foot thick.

News scarce to-day, more next Tuesday.

WIDEAWAKE.

"The ice on No. 4 pond is a foot thick."

Carbondale Leader, *Gravity Notes*, January 27, 1885, p. 1

GRAVITY NOTES.

Queer winter, don't it?

Jess Cary has a large number of ties cut and piled on the summit near No. 9.

Mrs. J. E. Ketchum still continues to improve under the skillful treatment of Dr. Hand, of Scranton.

Ed. Hubbard was confined to his home with sickness the last two days of last week. Henry Herberts was braking on the passenger train.

Gardner and Davis cut and shipped nearly 150 tons of ice from No 4 pond last Friday.

Gardner and Davis cut and shipped nearly 150 tons of ice from No. 4 pond last Friday.

Misses Emma and Lizzie Davies, of No. 4, entertained quite a large party of young folks from Carbondale last Friday evening. A good time was reported.

The D. & H finished their ice harvest last Saturday, having filled all of their ice houses and sent a large quantity to Morristown, N. J.

"The D. & H. finished their ice harvest last Saturday, having filled all of their ice houses and sent a large quantity to Morristown, N. J."

A great many people ask where the Globe Hotel, that was mentioned in these notes, is. We refer them to J. C. D, at No. 4, for information.

Gravity notes looked rather insignificant last Friday compared with the many good things in the general make-up of that number. I will endeavor to find somedings more oud hereafter.

Sam Bud Thorp calls skating rinks skating factories.

Mr. and Mrs. Charles Colbath, of No. 6, spent last Saturday night and Sunday in Carbondale, the guests of Mr. and Mrs. John Wilson.

If you would like to enjoy a good social chat call on Mr. James Copeland at Middle Branch. You will find him there from 6.30 a. m. until 4 p. m. every day in the week except Sunday.

Johnny Shreehan says "bad cess to the locks on thim freight cars; it takes a pick-pocket to get in the car at all, at all.

Si Hobbs, of the Honesdale passenger train, has been off on a visit for the past week.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes*, January 30, 1885, p. 1

GRAVITY NOTES.

Last Wednesday was a severe day for railroading.

Mrs. R. E. Weed and daughter, Grace, spent a part of this week in Scranton.

J. E. Ketchum and C. L. Stanton attended the Moody meeting in Scranton last Tuesday.

Acrobatic Norwegian roller skaters at Gravity Rink next Monday. $1000 to anyone who can equal them.

The acrobatic Norwegian skaters will give an exhibition in Gravity Rink, Waymart, next Monday evening. They have a standing challenge of $1,000 for any one who can equal them.

It looks now as though we might have a sleigh ride before winter is over.

F. H. Weed, of No. 20, has turned out a set of rollers for roller skates which takes the cake over any I have yet seen. They are made of lignumvitae and are as smooth as glass. If he would make them for sale he would do a rushing business.

"F. H. Week, of No. 20, has turned out a set of rollers for roller skates which takes the cake over any I have yet seen. They are made of lignumvitae and are as smooth as glass. If he would make them for sale he would do a rushing business."

Lawrence White who was shot last Sunday is doing as well as can be expected.

Notwithstanding the severe storm on Wednesday the gravity passenger trains got through nearly on time.

Conductor Rosser assisted Conductor Skeels on the Scranton train during the Moody meetings.

Some dissatisfaction exist among those who take the LEADER on the mountain line because they do not get their papers until the next day after it is published; but hereafter arrangements will be made so that they will get this paper on the afternoon of Tuesdays and Fridays.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes,* February 3, 1885, p. 1

GRAVITY NOTES.

The ground hog saw his shadow yesterday and back he goes for 6 weeks. Let um go.

Andy Weidner tried roller skating for the first time last Saturday night.

Yesterday was another ear tickler for the boys.

Lewis Hubbard and Neaton Stiles are clearing off a piece of ground for Wm. Williams near No. 5 straight line.

Lincoln Medland returned home on Friday last.

Mrs. John Bate, Mrs Charles Blatt and Mrs. Wm. Phillips, of No. 6, and Mrs. Thomas Bate, of No. 7, were all quite seriously ill last week.

The Norwegian skaters drew a full house at Gravity rink last night and the general verdict was "their equals were never before seen in this part of the country." They are simply immense.

The D. & H. received another order for ice last week and began shipping it on Friday. It is the best ice harvested this season.

It is now expected that coal business will be quite brisk during the first two weeks of this month, but in order to carry out the spirit of the agreement it wi l be necessary to curtail the output during the latter part of the month.

WIDEAWAKE.

"The Norwegian skaters drew full house at Gravity rink last night and the general verdict was 'their equals were never before seen in this part of the country.' They are simply immense."

"The D. & H. received another order for ice last week and began shipping it on Friday. It is the best ice harvested this season"

Carbondale Leader, *Gravity Notes,* February 6, 1885, p. 1

"Gardner and Davis cut and shipped about 180 tons of ice yesterday, the largest amount of any one day yet."

"A 36 hour go-as-you-please race on roller skates will take place in the Gravity rink in the near future. . ."

GRAVITY NOTES.

Gardner and Davis cut and shipped about 180 tons of ice yesterday, the largest amount of any one day yet.

Adam Hunter, of No. 5, has been on the sick list this week. Extra engineer Bailey has been pulling the throttle.

Jasper Vail is well pleased with his position with E. E. Hendrick.

Mr. and Mrs. Milton Shaffer were at No. 12, Penna. gravity, on Wednesday.

Miss Murphy, of Waymart, had one of her feet badly jammed yesterday morning. While attempting to cross between two coal cars her foot was caught between the bumpers.

Miss Elvira Edwards was the guest of Mr. and Mrs. Henry Morgan last Saturday and Sunday. She started on Monday for her home in Colorado.

Two weddings in high life are soon to take place in Waymart. So they say.

A 36 hour go-as-you-please race on roller skates will take place in the Gravity rink in the near future. It would be a good place for a man to sell pain-killer.

Frank McMian, of No. 7, and Ed Ensign, of Waymart, are getting to be expert roller skaters.

F. M. Osborne keeps a full supply of liver regulator on hand for sale cheap.

Jim Davis thinks it a waste of time to use a spud to break off the cakes of ice after having plowed it. He says he believes if Mike Coughlin would give one of his shouts the cakes would jar off. It's worth trying if it does frighten the fish and awaken Peter Ward.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes,* February 10, 1885, p. 1

Gravity Rink at Waymart burned to the ground on last Sunday morning.

GRAVITY NOTES.

The Gravity Rink at Waymart was burned to the ground on Sunday morning last. The rink had been open on Saturday evening until 11 o'clock, and when the skaters left for their homes, they little thought this only place of amusement in the town was so soon to be in ashes. At about 12.30 A. M., Mr. John Sours, who lives near the rink discovered the fire in the gentlemen's room and at once gave the alarm. In a few moments nearly every man in the town was there, ready to aid in any way possible, but any attempt to subdue the flames was useless for when discovered the fire had got well started and the men went to work to save adjoining property. The fire evidently caught from a cigar stub or pipe thrown down in the gentlemen's room. Everything in the rink was burned including a new piano and nearly one hundred pairs of skates. The building had recently been papered throughout with th ck paper and it was without a doubt one of the most comfortable skating rinks in the State. The building and fixtures are a total loss, there being no insurance. Some of the most prominent men in Waymart have expressed their wish to see another rink built at once, and I was informed yesterday that Mr. Medland is willing to rebuild at once if Mr. McMullen is. I hope in my next to be able to state that another rink is to be built.

Four new boilers to be installed at Plane No. 8

Henry Gramer and men began yesterday to lay the wall for the 4 new boilers at No. 8.

Gardner & Davis finished their ice job last Friday. WIDEAWAKE.

"Gardner & Davis finished their ice job last Friday."

Carbondale Leader, *Gravity Notes*, February 17, 1885, p.1

GRAVITY NOTES.

What do you think of the woodchuck's winter now?

Old Canaan is getting to be a lively place for politics.

John Foster and wife spent Sunday last in Archbald, the guests of Mr. and Mrs. Win Foster.

Yesterday was the worst day of the season. It was utterly impossible to remove the snow from the track on account of the heavy fall and high wind. About two feet fell on the mountains. The roads are nearly impassable on account of the drifts.

The Gravity rink is to be rebuilt at once. It will be twenty-five feet longer than the old one and will be a very fine building.

Wint Cary and Billy Lee spent the day yesterday at No. 20, the guests of the light track boys.

Rosser's train was obliged to remain in Honesdale last night on account of the storm. He made two unsuccessful attempts to reach Waymart with the locomotive but was finally compelled to go back and stay all night.

Mrs. Wallace Dimock had a severe attack of neuralgia in the face last Saturday.

Snow plows will be used extensively to-day.

The friends of Rev. R. P. Christopher will give him a donation at No. 4 chapel one week from next Thursday evening. The ladies of No. 4 will give you a good supper and don't you forget it. There will also be a musical and singing entertainment and everything will be done to make the evening a very pleasant and enjoyable occasion. The good people of Carbondale are cordially invited to help the ladies of No. 4 in their efforts to sustain their little church.

Mrs. Emmet Swingle and son, of Carbondale, are the guests of Mrs. Robert Swan, of No. 9.

The highworks at Carbondale is the liveliest place on the gravity now, owing to the great demand for coal North and for the home trade. About 500 cars of coal are dumped at the Carbondale chutes each day.

George says he will never consent to be used for a red light. WIDEAWAKE.

Terrible day for rail-roading. Two feet of snow, high winds.

Gravity rink to be rebuilt.

Rosser's Gravity passenger train snow bound in Honesdale

Church at No. 4 alive and well

see 02-20-85 column

It should read "50 cars" and not "500."

Carbondale Leader, *Gravity Notes,* February 20, 1885, p. 2

Racket Brook breaker now working full time

GRAVITY NOTES.

Racket brook breaker was put on full time yesterday.

Mrs. J. E. Ketchum was again dangerously ill yesterday.

Sam Chubb, of No. 5, is suffering with a large boil on his arm.

50 cars of coal are dumped at the schutes on the highworks each day instead of 500 as stated in my last. Some one made a mistake.

50 cars of coal dumped daily at the schutes on the highworks

The wing snow plow never did as fine a job as she did last Wednesday.

The wing snow plow on the Gravity road worked well last Wednesday.

Trains are now running on time.

Don't forget the donation next Thursday night at No. 4 chapel.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes,* February 24, 1885, p. 1

GRAVITY NOTES.

Bad colds are the rule and not the exception.

Mrs. Geo. Foster and Mrs. C. W. Miller, of No. 9, visited friends in Scranton last week.

F. H. Weed has been laid up for the past week with a lame back.

Mrs. J. E. Ketchum was lying very low last night and but slight hopes are entertained of her recovery. Two of their children are also very sick with the inflammation of the lungs.

John Bergan don't like riding down hill on a snow plow.

Sam Chubb is again able to handle the scoop.

George Williams, of No. 2, was a visitor in Scranton last Friday.

Fund-raising event at the Chapel at No 4 next Thursday night.

If you start out for a sleigh ride next Thursday night drive to No. 4 chapel where you can enjoy a first class entertainment and get a good supper for fifty cents, and also help a noble cause. Plenty of accommodation for teams. Don't forget next Thursday night. Oysters in every style.

Frank Faulkner is suffering with chilblains on his feet.

The wing snow plow made another trip from Carbondale to Waymart and return yesterday and was a perfect success. It is a wonderful invention and has saved thousands of dollars for the company during the past week. It sweeps the snow 8 feet from the rails on each side. It's a daisy and no mistake.

"The wing snow plow made another trip from Carbondale to Waymart and return yesterday and was a perfect success. It is a wonderful invention and has saved thousands of dollars for the company during the past week. It sweeps the snow 8 feet from the rails on each side. It's a daisy and no mistake."

Jim Decker has not been sick. He only shaved off his moustache.

Riding on the Gravity Railroad is good for one's health: "Lew Gramer took a ride over the gravity yesterday for the benefit of his health."

Lew Gramer took a ride over the gravity yesterday for the benefit of his health.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes*, February 27, 1885, p. 1

GRAVITY NOTES.

No work on the gravity to-morrow.

Mrs. J. E. Ketchum was reported dying late yesterday afternoon. The children are better.

Full account of No. 4 donation in these notes next Tuesday.

R. L. McMillan of the summit was a visitor in Carbondale yesterday.

Dick, the tool boy has resigned his position.

Lew Decker, of the firm of Morgan, McGowty & Co., has been on the sick list this week.

Mr. Hiram Hudson, foreman of the Waymart division of the gravity, and Wallace Case, have made a mammoth snow plow to be used on No. 12 plane. It does first-class work and saves many back aches for the the boys.

The scribe from Waymart is doing tip top I like the ring of his items, they are short and to the point. Don't get weary but press on brother. WIDEAWAKE.

"Mr. Hiram Hudson, foreman of the Waymart division of the gravity, and Wallace Case, have made a mammoth snow plow to be used on No. 12 plane. It does first-class work and saves many back aches for the boys."

Carbondale Leader, *Gravity Notes*, March 3, 1885, p. 1

Mrs. J. E. Ketchum died last Friday. She leaves a husband and six children, the oldest a boy of 14 years and the youngest, a babe of only a few weeks. Her earthly remains were interred in Maplewood Cemetery, where four of the Ketchum children were previously buried. An aunt of Mrs. Ketchum's died at the Ketchum residence at No.9 yesterday of inflammation of the lungs.

GRAVITY NOTES.

March came in like a lamb. Hold on to your hats when it goes out.

It is now expected that coal business will be quite lively during this month.

Mr. and Mrs. Simon Penwarden of No. 17 visited friends in Carbondale last Saturday and Sunday.

Michael Rourke is again seriously ill.

Mrs. J. E. Ketchum passed peacefully to rest last Friday morning at 2 o'clock, aged thirty six years, three months and nineteen days. She had been very sick during the winter, but had so far recovered as to be able to be up until about two weeks before her death, when she took a heavy cold causing inflammation of the lungs and notwithstanding the best of care and medical aid, she could not live. She had been a member of the M. E. church twelve years, and was a firm believer in Jesus, the Saviour of the world, and died rejoicing in the hope of life eternal. A few moments before death came, she requested her husband to sing that comforting hymn, "Jesus, lover of my soul." She tried to sing, and although her voice could not be heard, yet her lips moved and her heart was in full accord with the words of the hymn. After the hymn was finished, she quietly closed her eyes and her weary spirit took its flight to Him, who has said "He that liveth and believeth in me, though he were dead, yet shall he live." She leaves a husband and six children, the oldest a boy of fourteen years and the youngest, a babe of only a few weeks. They have the sympathies of this entire community. The funeral was held from M. E. church, Carbondale on Sunday afternoon and was largely attended. Rev. R. P. Christopher, of No. 4 chapel assisted by Rev. L. C. Floyd, conducted the service. The remains were laid to rest in Maplewood cemetery by the side of her four children that had passed on before, and who awaited her coming. Mr. Ketchum requests me in his behalf to thank the many friends and neighbors who rendered him so much assistance during the sickness and death of his wife, also the choir at Carbondale for their services. May the Lord bless and keep you all and spare you from passing through such deep waters of affliction.

An aunt of the late Mrs. Ketchum, whose name I did not learn, died at Mr. Ketchum's residence at No. 9 yesterday. She lived in Scranton and had been here about one week. Inflammation of the lungs was the cause of her death. She was about 68 years of age.

The people of No. 4 cleared over $30 by their donation last Thursday night.

Lew Gramer started for Washington yesterday.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes*, March 6, 1885, p. 1

GRAVITY NOTES.

The musical voice of the crow was heard at No. 9 yesterday, heralding the approach of spring.

Michael Rourke is gradually failing, with no hope for his recovery.

The new boilers at No. 8, are now in place and in a few days will be ready for steam. George Foster says since the men have been at work getting them in place, he has been able to form some idea of the building of the Tower of Babel spoken of in the Old Testament.

"The new boilers at No. 8 are now in place and in a few days will be ready for steam. . . "

Mr. John Fitzsimmons, of Bengall, Mt. Pleasant township, has been employed by Frank Hollenback this winter hauling logs to Shepherd's Crook, and last Wednesday, he pulled the largest load ever put upon the skidway,—2456 feet of hemlock, in the log. Who can beat it?

"Mr. John Fitzsimmons, of Bengall, Mt. Pleasant township, has been employed by Frank Hollenback this winter hauling logs to Shepherd's Crook, and last Wednesday, he pulled the largest load ever put upon the skidway,--2456 feet of hemlock, in the log. Who can beat it?"

Mrs. John Foster visited friends in Waymart on Wednesday.

Mr. Ketchum's children are all getting well.

"Mr. Ketchum's children are all getting well." See *Gravity Notes* of March 3, 1885.

Mrs. R. E. Weed has been quite sick during the past week, but she is now better.

A. C. Kays was a visitor at the light track shanty yesterday. He is always welcome.

Another wire has been added to the Postal Telegraph line making seven wires now ready for messages. There is still room on the poles for five wires.

"Another wire has been added to the Postal Telegraph line making seven wires now ready for messages. There is still room on the poles for five wires."

Andy Farley hung his dog by the neck last Wednesday until it was dead, dead, dead.

WIDEAWAKE.

Why? Was the dog guilty of some crime?

Carbondale Leader, *Gravity Notes,* March 10, 1885, p. 1

GRAVITY NOTES.

Some of the children around No. 4 are sick with chicken pox.

Alex. Ball, jr., of Port Jervis, is visiting friends at No. 9.

J. E. Ketchum was in Scranton yesterday.

F. H. Weed resumed work yesterday having been idle nearly three weeks, with an attack of sciatic rheumatism.

The lumber for the rink at Waymart is being put upon the ground, and the work of rebuilding will soon be commenced.

Lumber for new roller skating rink at Waymart now ready.

Henry Gramer, sr., finished his job at No. 8 last Saturday. No. 8 now has one of the neatest boiler rooms on the gravity.

"Henry Gramer, sr., finished his job at No. 8 last Saturday. No. 8 now has one of the neatest boiler rooms on the gravity."

Mr. Michael Rourke departed this life last Saturday evening at 7 o'clock, aged 62 years. He had been employed by the D. & H. about 35 years and has been foreman and wheelman at No. 12 about twenty-one years, having in all this time given perfect satisfaction to his employers, and the men employed under him have always regarded him as a friend and an obliging foreman—all of whom will be saddened to learn of his death. He was everyone's friend and those who mourn his loss are many. He was a man honest and upright in his dealings with his fellow-men and a devoted member of the Catholic church, and he died in the hope of a blessed immortality beyond the grave. He leaves a wife and eleven children, three of whom are married and live in Waymart; the others are at home to comfort and protect the sorrowing wife and mother. The funeral will be attended this afternoon at 1 o'clock from the residence at No. 11 foot. Interment in the new Catholic cemetery in Carbondale.

WIDEWAKE.

Michael Rourke died on Saturday. For 35 years he worked for the D&H: for 21 years he was foreman and wheelman at No. 12. He leaves a wife and eleven children.

Carbondale Leader, *Gravity Notes*, March 13, 1885, p. 1

GRAVITY NOTES.

The gravity men very often say, what has become of 82 O. K.

"Richard Wonecott, formerly foreman at No. 8, has been transferred to the position of foreman at No. 10, and George Perkins, formerly foreman at No. 10, has accepted the position at No. 12 made vacant by the death of Mr. Rourke."

Richard Wonecott, formerly foreman at No. 8, has been transferred to the position of foreman at No. 10, and George Perkins, formerly foreman at No. 10, has accepted the position at No. 12 made vacant by the death of Mr. Rourke.

Geo. Foster was summoned to Scranton on Tuesday by the serious illness of his mother. At last accounts she was better.

Paymaster Atherton was a welcome visitor on the gravity road last Wednesday.

Yesterday's Scranton *Republican* contained several items clipped from the correspondence to the LEADER and some amusing comments thereon. Boys, it vas better we look a leetle oud.

Lew Gramer says they have a man in their gang that could knock Tom Pepper out in one round with his tongue.

Cyrus Hobbs conducted the Honesdale passenger train yesterday.

Roller skating contest at Carbondale on March 17th

Some of the Waymart boys are anxious to enter the skating contest at Carbondale on the 17th of March. Why don't you try to enter? You might succeed.

Henry Siebold was confined to his home yesterday with another attack of rheumatism.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes*, March 17, 1885, p. 1

"The gravity is idle to-day, giving the boys a chance to celebrate."

"Walter Cory has had charge of No. 11 head for over 20 years."

GRAVITY NOTES.

The gravity is idle to-day, giving the boys a chance to celebrate.

Mr. and Mrs. A. B. Baker, and son, of Hyde Park, visited their parents, Mr. and Mrs. Henry Williams, yesterday.

Alex. Ball returned to his home in Port Jervis last Saturday.

Walter Cory has had charge of No. 11 head over 20 years.

A party of ten couple from No. 9 enjoyed a sleighride to Greenfield last Friday night, returning at 6 o'clock Saturday morning. They had a good time while there, but they had a rough time going and coming, on account of the drifts.

WIDEAWAKE.

"A party of ten couples from No. 9 enjoyed a sleighride to Greenfield last Friday night, returning at 6 o'clock Saturday morning. They had a good time while there, but had a rough time going and coming, on account of the drifts."

Carbondale Leader, *Gravity Notes,* March 20, 1885, p. 1

"The arbutus is beginning to bud under the beautiful snow."

GRAVITY NOTES.

The arbutus is beginning to bud under the beautiful snow.

John Foster has been on the sick list for a few days this week.

Mr. and Mrs. John Healey were visitors in Prompton yesterday.

A little daughter of Mr. and Mrs. John Milligan is quite seriously ill with inflammation of the lungs.

The people of No. 9 are becoming very much interested in the revival meetings now being held in the M. E. Church at Waymart. A great deal of good is being accomplished.

Johnny Shreehan is quite handy with a jumper. He thinks it would be a good job for summer.

The thermometer registered 16 degrees below zero at No. 9 last Wednesday morning.

WIDEAWAKE.

"The thermometer registered 16 degrees below zero at No. 9 last Wednesday morning."



Trailing Arbutus, Mayflower. *Epigaea repens.*

The plant blooms in early spring; its creeping stems bear clusters of sweetly fragrant pink or white flowers that are sometimes hidden by the hairy evergreen leaves.



Carbondale Leader, *Gravity Notes*, March 27, 1885, p. 1

GRAVITY NOTES.

Warm weather will be welcomed by railroad men.

Henry Siebold resumed control of the scoop at No. 3 yesterday.

Thomas Pengilly is able to be out without the aid of crutches, having been idle about eleven weeks. He thinks he will be able to resume work by the time the Robins nest again.

Theodore Geary and men are again working at No. 7 quarry.

> Theodore Geary and men are again working at No. 7 quarry."

Henry Inch has accepted a position with the quarry men.

> "Henry Inch has accepted a position with the quarry men."

F. H. Weed is again able to attend to his duties at No. 20.

'Gene won't have to use any cream on his upper lip now for his mustache is rushing notwithstanding the cold and frost.

There is one man on the gravity who is very fond of horseradish. He is said to have eaten nearly a whole bottle of it the other night, but the tears rolled down his cheeks as they never rolled before.

A drove of mules passed over the mountain on Wednesday on their way to the raging canal.

> "A drove of mules passed over the mountain on Wednesday on their way to the raging canal."

Cottage prayer meetings are being held at No. 9 nearly every night and a good work is being done.

It is now confidently expected that business on the gravity will be better next month, or at least as soon as navigation opens.

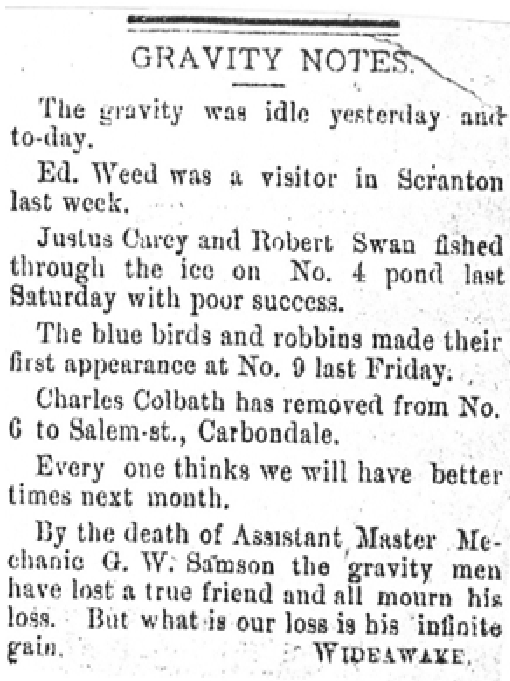
A. B. Durfee and C. L. Stanton are going to put up barbed wire fences on their farms this spring.

There was a time when *Robbins* could be seen on the mountain all winter, and *Plants* and *Weeds* grew and flourished, and in Prompton *Snow* and *Frost* could be seen every day in the year; now the *Robbins* have all grown up and gone to other parts, and only one *Weed* is left growing on the mountain. The *Plants* also have removed to Carbondale where they still live.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes,* March 31, 1885, p. 1

"The gravity was idle yesterday and to-day."



GRAVITY NOTES.

The gravity was idle yesterday and to-day.

Ed. Weed was a visitor in Scranton last week.

Justus Carey and Robert Swan fished through the ice on No. 4 pond last Saturday with poor success.

The blue birds and robbins made their first appearance at No. 9 last Friday.

Charles Colbath has removed from No. 6 to Salem-st., Carbondale.

Every one thinks we will have better times next month.

By the death of Assistant Master Mechanic G. W. Samson the gravity men have lost a true friend and all mourn his loss. But what is our loss is his infinite gain.

WIDEAWAKE.

Assistant Master Mechanic on the Gravity, G. W. Samson, has died.



The blue birds [Sialia sialis]) and robins [Turdus migratorius] made their first appearance at No. 9 last Friday."



Carbondale Leader, *Gravity Notes*, April 3, 1885, p. 1

GRAVITY NOTES.

A few more days of warm weather and the peepers will peep.

Next Sunday, April 5th, the gravity passenger trains will have been running eight years, and each year this route is becoming more popular.

Richard Udy is back again to his former position oiling pulleys on the mountain line.

There is one thing the people of No. 9 do not fear, and that is high waters in the spring of the year. They are nearly 2,000 feet above the level of the sea.

The section forman now walketh over his sections and pondereth in his minds what to do first.

C. L. Stanton has been engaged this week getting out posts for his barbed wire fence.

Jess Cary is very proud of "Toby," his horse.

Having been idle this week, I have not been able to pick up as many items as usual. WIDEAWAKE.

"Next Sunday, April 5th, the gravity passenger trains will have been running eight years, and each year this route is becoming more popular."

No. 9 on the Gravity Railroad is nearly 2,000 feet above the level of the sea.

"Richard Udy is back again to his former position oiling pulleys on the mountain line."

Carbondale Leader, *Gravity Notes,* April 7, 1885, p. 1

Sunday Schools at Plane No. 4 and at Plane No. 9

GRAVITY NOTES.

The Sunday school at No. 4 chapel elected their officers last Sunday for the ensuing year. John Healey was elected Superintendent; C. L. Stanton, Assistant Superintendent; Richard Udy, Treasurer; F. M. Osborne, Secretary. The school has been quite well attended during the winter and starts out this spring with good prospects.

A Sunday school was organized at No. 9 last Sunday with the following list of officers: Mrs. R. E. Weed, Superintendent; J. E. Ketchum, Assistant Superintendent; George H. Foster, Secretary; R. E. Weed, Treasurer. In the selection of Mrs. Weed for Superintendent the people have done well, for she is a lady whom all the children love and she knows just what to do to please them and make them interested in Sunday school work. We expect to see this school prosper. They will meet in the schoolhouse at No. 9.

Mr. John Bryden, engineer on the Nineveh freight train, took a ride over the gravity yesterday. WIDEAWAKE.

"Mr. John Bryden, engineer on the Nineveh freight train, took a ride over the gravity yesterday."

Carbondale Leader, *Gravity Notes*, April 10, 1885, p. 1

GRAVITY NOTES.

The maple buds are swelling
With the tender touch of spring.

but we refrain from writing any more of it this week—will continue it on Tuesday.

Don't forget the Sunday school at No. 9 schoolhouse next Sunday at 3 p. m.

James Kirkwood fell a distance of about twenty feet at No. 8 last Tuesday and was quite seriously injured.

Nathan Gray, foreman on the Honesdale docks, was instantly killed on Tuesday last. He got on a trip to ride up the pocket plane and when he reached the head he stepped off and in some way his clothing caught on the cars and he was thrown under the wheels with the above result.

James Farrell, of Carbondale, a D. & H. carpenter, sustained a broken finger at No. 8 on Wednesday last.

James Fitzsimmons and Miss Cody were married last Wednesday.

P. J. Foster has some fine tomato plants growing in his engine room at No. 3.

There is a good deal of snow left in the woods on the mountain.

Mrs. Irwin Osborne is suffering with sciatic rheumatism.

Mrs. Thomas Burrows, of No. 9, is seriously ill.

Sam Hazen, of the lower end, has been on the sick list for several days, but was able to resume work yesterday.

Milt says if he don't get rid of his cold pretty soon, he will not belong to the bay window party.

Passenger traffic over the gravity is daily increasing. A person cannot find a more delightful ride than the one between Carbondale and Honesdale; the trains are always on time and everything possible is done to insure the safety and comfort of passengers.

The boatmen on the canal will be kept busy after this week.

James Monk, of No. 5, is one of the instructors at the Opera House rink.

WIDEAWAKE.

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"James Monk, of No. 5, is one of the instructors at the Opera House [roller skating] rink."

Carbondale Leader, *Gravity Notes*, April 14, 1885, p. 1

GRAVITY NOTES.

The snow at No. 9 was about five inches deep yesterday morning.

Dan Swingle works at the head of Plane No. 28.

Dan Swingle, of 28 head, made a flying visit to the happy land of Canaan last Saturday.

Mrs. Irwin Osborn is very much better.

Henry Vail was in Scranton yesterday on important business.

No. 9 Sunday school started out last Sunday with nearly forty scholars and had the weather been pleasant there would have been several more present.

"The new engine and boiler house at No. 8 will soon be finished. Wm. McMullen is giving the work his personal attention and when finished it will be one of the best buildings on the road."

The new engine and boiler house at No. 8 will soon be finished. Wm. McMullen is giving the work his personal attention and when finished it will be one of the best buildings on the road.

The pay car passed over the gravity to Honesdale and returned last Saturday and some of the boys have had the blues ever since.

The Polanders, who have been employed as slate pickers at Racket Brook breaker, are being discharged as fast as boys can be found to put in their places.

"The Polanders, who have been employed as slate pickers at Racket Brook breaker, are being discharged as fast as boys can be found to put in their places."

Mrs. C. L. Stanton and two children are visiting Mrs. Stanton's sister, Mrs. George Benjamin, in Dunnings.

Larry Coggins went to Honesdale yesterday to take charge of his boat on the canal.

Andy says he can take pictures as soon as the skylight is ready.

Mrs. Emmet Swingle returned from her visit in Canaan last Saturday.

The people of No. 4 expect to have Rev. R. P. Christopher for their pastor again this year.

Mr. C. W. Miller has kindly offered the use of his organ in the Sunday school at No. 9, a favor which will be highly appreciated.

"The mines went on three-quarter time again yesterday."

The mines went on three-quarter time again yesterday. WIDEAWAKE.

Carbondale Leader, *Gravity Notes*, April 17, 1885, p. 1

GRAVITY NOTES.

Will Bergan has been coal inspector at Racket Brook during the absence of James Fitzsimmons.

Yesterday was a little more like spring.

Charles Monk is making some improvements on his house.

Charles and Thomas Stiles, of No. 4, attended the funeral of their cousin in Canaan yesterday.

Andy Farley lost a valuable cow on Wednesday.

John Foster expects to move back to No. 6 as soon as the fireman's house is built.

G. S. Chase, formerly on the mill road, has removed to Bethany, Wayne county, to take charge of his father's farm.

Thomas Pengilly resumed work last Monday. He is running on a shaft train for the present until his ankle gets stronger.

James Monk has been changed fr No. 5 to No. 2.

Isgar Haycock has been driving company's team at No. 7 stone qua this week.

P. J. Foster, engineer at No. 3, about to build a large double teneme house on his Canaan street property. expects to have it ready for tenants about sixty days.

Charles and George Wedeman, of Gree field, were yesterday the guests of th sister, Mrs. W. F. Taylor, of No. 9.

Over 1800 cars of coal passed over t gravity to Honesdale yesterday, the lar est run in a long time.

The people of No. 9 are pleased to know that Rev. S. Homan has been returned to the Waymart charge.

Mrs. Perry Parsons and daughter, Mrs. C. W. Miller, of No. 9, were visitors in Honesdale yesterday.

C. L. Stanton was in Scranton on Tuesday.

Geo. Foster is a new subscriber for THE LEADER to-day.

Perry Parsons, of No. 20, has been idle this week with an attack of rheumatism.

Geo. McMinn was on the sick list yesterday.

Laverne Adams, formerly at No. 2, called on friends here this week.

Frank McMinn says Waymart will send out a challenge for fast skaters as soon as the new rink is finished. Look to your laurels, ye Lackawanna county racers.

The gravity Rink will be opened in about two weeks. WIDEAWAKE.

"Will Bergan has been coal inspector at Racket Brook during the absence of James Fitzsimmons."

"James Monk has been changed from No. 5 to No. 2."

"P. J. Foster, engineer at No. 3, [is] about to build a large double tenement house on his Canaan street property. [He] expects to have it ready for tenants [in] about 60 days."

"Isgar Haycock has been driving [the] company's team at No. 7 stone quarry this week."

"Over 1800 cars of coal passed over the gravity to Honesdale yesterday, the largest run in a long time."

"The Gravity rink in Waymart will be opened in about two weeks."

Carbondale Leader, *Gravity Notes*, April 21, 1885, p. 1

GRAVITY NOTES.

Now from the little mud holes,
Not quite three inches deep,
We hear the welcome music
Of the peeper's little peep.

Al. Keen works at Plane No. 19 on the Gravity Railroad.

Al. Keen, of No. 19, had a toe badly injured yesterday by dropping a sling upon it.

Eli Birs entered upon his duties yesterday as assistant master mechanic. He has been in the employ of this company about 21 years and deserves this promotion.

"Eli Birs entered upon his duties yesterday as assistant master mechanic. He has been in the employ of this company about 21 years and deserves this promotion."

Mrs. C. L. Stanton returned from her visit last Saturday.

"There was present at No. 9 Sunday school last Sunday, over seventy persons."

There was present at No. 9 Sunday school last Sunday, over seventy persons.

The laying of the gravity rink floor was commenced yesterday.

The old house at No. 6 formerly occupied by the fireman, is being torn down.

The new engine and boiler house at No. 8 will soon be finished.

Charles Fogle, formerly of No. 7, has been transferred to Henry Lippert's gang.

"Charles Fogle, formerly of No. 7, has been transferred to Henry Lippert's gang."

The mines went on half time again yesterday.

"The arbutus will soon be in bloom if this weather continues."

The arbutus will soon be in bloom if this weather continues.

Mrs. Ervin Osborn was reported worse again yesterday.

Johney Shreehan had quite an exprience in the water in the old reservoir at No. 8 on Sunday last. He told me about it yesterday, and the following is his story: he said, "I went out for a walk with me brother's children on Sunday, and that dog I got of Luke Phite, came along wid us, we went up the old plane to the reservoir, and then that dog wint out on the ice and I couldn't coax him to come away wid me, so I said to meself, Johney, I belave I can go on the ice as well as the dog, and so I stepped out a few feet from the shore, whin crack wint the ice, and I wint into the water, I couldn't swim, so I began to kick, and my kicking kapt me head out of the water, but phat worried me the worst, I had on a new pair of slippers, and I was afeared I would kick thim off in the water and loose thim, but they stuck to me. I struggled and kicked until I got me two arms over the ice and thin it broke again and be the mortal, thin I thaught I was a goner, but I finally rolled up on the ice and rolled to shore. But the dog, bad cess to him, he had run while I was in the water." Someone said to him yesterday, "Johney did you get wet?" he said, "phat in the divil would prevint it?

WIDEAWAKE.

Johney Shreehan's experience in the water in the old reservoir at No. 8 last Sunday. . . . we went up the old plane to the reservoir. . ."

Carbondale Leader, *Gravity Notes*, April 24, 1885, p.1

"The summer cars have been attached to the gravity passenger trains."

GRAVITY NOTES.

The summer cars have been attached to the gravity passenger trains.

Watson Stanton, of the summit was in Scranton on Wednesday.

Mrs. A. D. Rolls and daughter visited friends in Carbondale this week.

Lewis Thorp, of Hawley, brother of Warren Thorp and Mrs. Wm. McMullen, is lying dangerously ill with pneumonia.

John Smith and wife, of Honesdale, were guests of Mr. and Mrs. Chas. Monk on Wednesday.

James Craik, of No. 4, is making some fine improvements on his house.

H. D. Guernsey, of Scranton, came up the gravity as far as No. 20 on Wednesday in company with H. W. Powderly and Wallace Dimock.

Ward Buckland works at the head of Plane No. 18.

Ward Buckland and Hub. Rounds are in charge of building the new Gravity roller skating rink in Waymart.

Ward Buckland, of No. 18 head and Hub. Rounds, of Waymart, have had charge of the work on the new Gravity rink and a look at the building shows that they are skilled workmen.

Mrs. George Foster, of No. 9, was the guest of Mrs. Geo. Chapman, of No. 6.

Miss Ella Hosie, of Jermyn, aged about 14 years, a sister of Mrs. Andrew Farley, of No. 9, died yesterday morning. The funeral will be held to-morrow at two o'clock.

"The ice went out of No. 4 Pond yesterday. Now look for suckers."

The ice went out of No. 4 Pond yesterday. Now look for suckers.

The Lightning Bugs, of No. 4, are anxious to meet the No. 9 boys in a game of ball.

John Leary is a brakeman on the ten-mile level. One medical misfortune after another. He might not live.

John Leary, a brakeman on the ten mile level, was dangerously injured last Friday. A few weeks ago he was splitting some wood and cut off one of his fingers. He was on his way to Waymart to have it dressed and was walking on the trucks of the light cars at No. 16 head when he struck the sore finger against the centre rope of the car. The pain was so severe that he fainted and fell between the trucks of the cars. One arm was badly injured and one leg was broken and mangled besides other injuries. He was reported very low yesterday and his physicians had but slight hopes of his recovery.

"The thermometer registered 88 degrees in the shade at No. 3 yesterday afternoon."

The thermometer registered 88 degrees in the shade at No. 3 yesterday afternoon.

R. E. Weed is the train dispatcher at Plane No. 20.

If Robert Hull, of Carbondale, would like to play a solid game of checkers he can be accommodated by calling on R. E. Weed, train dispatcher at No. 20, or Watt Stanton, of the summit.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes*, April 28, 1885, p. 1

"The arbutus will be in full bloom at No. 9 by Saturday next."

GRAVITY NOTES.

The arbutus will be in full bloom at No. 9 by Saturday next.

Miles Woodruff, of Scranton, is the guest of his sister, Mrs. C. L. Stanton, of No. 9.

Lewis Thorp, whose illness was noticed in these notes last Friday, died on Sunday morning. The remains will be interred in Canaan corners cemetery to-day.

John Leary, the young man injured at No. 16 a couple of weeks ago, died at his boarding place in Prompton last Sunday afternoon. Deceased was aged about 29 years, and was unmarried.

Milton Shaffer is on the sick list.

Warren Brundage and son, of No. 18, Penn'a. gravity, were the guests of Mr. and Mrs. R. E. Weed, on Sunday last.

The gravity rink at Waymart will be reopened next Friday evening. The skating surface is 38 x 90 feet, and as smoothe as glass.

The boys at No. 9 say they will not play the "lightning bugs," of No. 4, under any consideration. WIDEAWAKE.

John Leary (age 29 from Prompton), who was injured at No. 16 a couple of weeks ago, has died.

"The gravity rink at Waymart will be reopened next Friday evening. The skating surface is 38 x 90 feet, and as smooth as glass."

Carbondale Leader, *Gravity Notes*, May 5, 1885, p. 1

"Pierce Butler preached at No. 4 chapel last Sunday."

GRAVITY NOTES.

Yesterday was more like winter than spring.

Charles Colbath was yesterday summoned to the bedside of his father, who is dangerously ill.

John Finton, of No. 4, is smiling again. It's a daughter.

Pierce Butler preached at No. 4 chapel last Sunday.

Mr. and Mrs. John Foster spent last Sunday in Archbald, the guests of Mr. and Mrs. Wm. Foster.

The Sunday school at No. 9 is in a flourishing condition.

The Lightning Bugs, of No. 4, are now anxious to play the Gravity nine, of No. 16.

The gravity boys are all anxiously awaiting the reply to J. C. Davies' challenge.

Milton Shaffer resumed work again yesterday morning. WIDEAWAKE.

Carbondale Leader, *Gravity Notes*, May 8, 1885, p. 1

GRAVITY NOTES.

Last Tuesday's LEADER was a pleasant surprise to your readers on the gravity and many were the good words spoken in its favor.

Harry Price is back on the summit again and Hub Rounds again carries the claw bar and hatchet.

E. Y. Davies, engineer at 28, has been idle a few days this week on account of an inflamed eye.

E. Y. Davies is the engineer at Plane No. 28.

August Blott is back in his former place at No. 7 foot.

August Blott now works at No. 7 foot.

Charles Stiles returned from Stanton pond on Tuesday last with a fine mess of perch and catfish.

R. E. Weed will call at Pyle's barber shop in the near future.

Horace Ferrell has accepted a position at No. 7 stone quarry.

"Horace Ferrell has accepted a position at No. 7 stone quarry."

John Finton was a visitor in Honesdale last Monday.

We were very much pleased to again hear from "32 O K" through the columns of Tuesday's LEADER. Please do so some more.

Coal business is quite lively on the gravity.

Thomas Marshall, of No. 4, is going to raise some blooded stock.

Levi Bennett, of No. 4, was in South Canaan on Wednesday.

Wint Cary is getting his garden near No. 1 plane in shape for planting.

Charley Fogle is back in his position at No. 7.

"Charley Fogle is back in his position at No. 7."

James Decker was idle on Wednesday with an attack of rheumatism.

Yesterday was a fine day on the mountain "if you don't care what you say."

A new bridge has been built over the creek near No. 4 pond. This is a good deal like locking the barn door after the horses have been stolen.

"A new bridge has been built over the creek near No. 4 pond. This is a good deal like locking the barn door after the horses have been stolen."

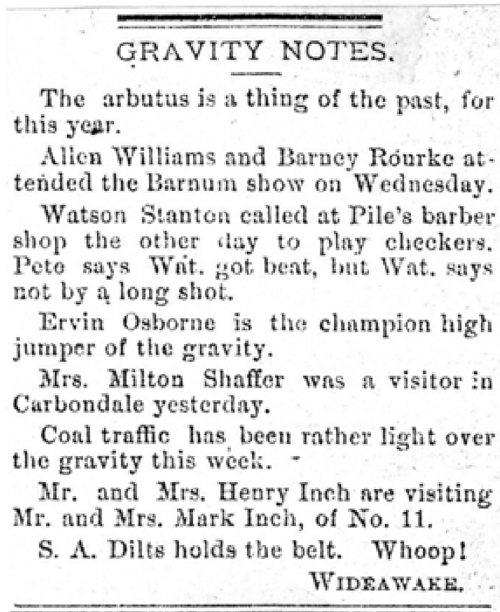
Henry Williams has been plowing for Peter Ward this week.

It is rumored that the miners will work three-quarter time the first three days of each week and half time the last three during the remainder of this month.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes*, May 15, 1885, p. 1

"Allen Williams and Barney Rourke attended the Barnum show on Wednesday."



GRAVITY NOTES.

The arbutus is a thing of the past, for this year.

Allen Williams and Barney Rourke attended the Barnum show on Wednesday.

Watson Stanton called at Pile's barber shop the other day to play checkers. Pete says Wat. got beat, but Wat. says not by a long shot.

Ervin Osborne is the champion high jumper of the gravity.

Mrs. Milton Shaffer was a visitor in Carbondale yesterday.

Coal traffic has been rather light over the gravity this week.

Mr. and Mrs. Henry Inch are visiting Mr. and Mrs. Mark Inch, of No. 11.

S. A. Dilts holds the belt. Whoop!

WIDEAWAKE.

"The arbutus is a thing of the past, for this year."

Carbondale Leader, *Gravity Notes*, May 19, 1885, p. 1

GRAVITY NOTES.

This is the kind of weather we all like to see.

J. C. Davies says reaction took place last Saturday.

Mr. and Mrs. Frank Ball and children were on Sunday the guests of Mr. and Mrs. Richard Wonnecott, of No. 9.

Emmet Swingle and wife spent Sunday last in South Canaan.

Charles Colbath spent Sunday last with his father in Clinton.

Thomas Burrows, fireman at No. 19, met with a narrow escape from serious injury on Saturday last. He attempted to board a trip of loaded cars near the cold spring on the summit, and in doing so his hand slipped and he was thrown to the ground and so near the rail that the wheels of the cars caught his pants' leg, but with great presence of mind he worked himself loose. He received a severe cut on his leg and is obliged to walk with a crutch. His escape from more serious injury is truly miraculous.

A very interesting Sunday school service was held at the Waymart M. E. church last Sunday evening consisting of essays, singing, talks on the lessons, etc. The No. 9 school was present.

The throttle valve at No. 19 got open in some way last Sunday and the engine was set in motion. Before anyone could get there to shut off the steam the rope had all been run off from the drum and badly tangled in the pit and around the shaft.

Charlie Monk is not going to sink a shaft on his property. He is only blasting out some rocks that are in his way.

R. E. Weed and Robert Swan fished in the Stanton pond last Saturday night with poor success. WIDEAWAKE.

"Thomas Burrows, fireman at No. 19, met with a narrow escape from serious injury on Saturday last. . . "

"The throttle valve at No. 19 got open in some way last Sunday and the engine was set in motion. Before anyone could get there to shut off the steam the rope had all been run off from the drum and badly tangled in the pit and around the shaft."

Carbondale Leader, *Gravity Notes*, May 22, 1885, p. 1

GRAVITY NOTES.

The leaves are just beginning to show themselves at No. 9.

Watson Stanton was beaten in several games of checkers in Carbondale on Tuesday, but he don't give up all the same.

Orin Gunsauls has the finest bed of onions I have seen this year.

A new bridge has been built over the township road on No. 6 plane.

The correspondents from the steam road are doing nobly and their items are of much interest to the boys on the gravity.

Three men from the light track went fishing at Stanton pond last Monday night and returned Tuesday morning with ninety-five cat-fish, the largest catch so far this season.

The May apple bushes will soon be in bloom; we hope in time for Memorial Day.

Owing to the light run of coal over the gravity the men, with few exceptions, are working but three days a week.

The only child of Mr. and Mrs. Charles McMullen, of Waymart, has been dangerously ill this week with diphtheria.

The Waymart skating rink is now open every afternoon and Monday, Wednesday and Saturday evenings.

Thomas Burrows is now able to walk without a cane.

The small streams around No. 4 pond have been watched closely this week by men hunting for suckers.

Eddie Weed, of No. 8, has been idle for several days on account of sickness.

If you wish to enjoy nature in all her loveliness take a ride over the gravity in the summer car.

WIDEAWAKE.

"A new bridge has been built over the township road on No. 6 plane."

"Three men from the light track went fishing at Stanton pond last Monday night and returned Tuesday morning with ninety-five cat-fish, the largest catch so far this season."

"Owing to the light run of coal over the gravity the men, with few exceptions, are working but three days a week."

"The Waymart skating rink is now open every afternoon and Monday, Wednesday and Saturday evenings."

"The small streams around No. 4 pond have been watched closely this week by men hunting for suckers."

"If you wish to enjoy nature in all her loveliness take a ride over the gravity in the summer car."

Carbondale Leader, *Gravity Notes*, May 26, 1885, p. 1

GRAVITY NOTES.

News as scarce as hens' teeth.

Wood Miller went to Sunbury yesterday.

Ervin Osborn was in Plymouth on Saturday last. He reports the fever decreasing.

Hugh Boland works at No. 7 stone quarry.

Hugh Boland, who has been idle for some time is handling the drill and hammer again at No. 7 stone quarry. We may now look for some more coons.

Lippert and Hunter have been loading ashes on the mountain for the past week to be used as ballast on the valley road.

"Lippert and Hunter have been loading ashes on the mountain for the past week to be used as ballast on the valley road."

George Gery is afraid I will hear what time he gets home Monday mornings and give him away. Jim has promised to keep me informed, so look out, Georgie.

The dwelling house of Adam Swingle, of South Canaan; was destroyed by fire on Friday last nearly every thing in the house was burned. Insurance $600. Adam Swingle is the father of Emmet Swingle, of the gravity.

"W. Case is putting in new planking at No. 5."

W. Case is putting in new planking at No. 5.

WIDEAWAKE.

Carbondale Leader, *Gravity Notes*, May 29, 1885, p. 1

"Charles Ellis, engineer at No. 18, returned from Allentown on Wednesday, where he had been a delegate from Waymart to the grand conclave of Knights Templar."

Jimmie E. Ketchum will take charge (become the engineer) at No. 8 head on Monday next.

"P. J. Foster has a young crow in his engine room at No. 3 which he is taming."

GRAVITY NOTES.

Some changes are to take place on the gravity June first.

Charles Ellis, engineer at No. 18, returned from Allentown on Wednesday, where he had been a delegate from Waymart to the grand conclave of Knights Templar.

J. E. Ketchum takes charge of No. 8 head on Monday next. Success to you Jimmie.

P. J. Foster has a young crow in his engine room at No. 3 which he is taming.

J. C. Davies had his garden plowed on Wednesday. Send in your orders early for market supplies.

Dispatcher Tucker, of Carbondale, fished at No. 7 lake on Wednesday. A large number of the cat fish he caught would weigh a pound.

Wood Miller returned from Sunbury on Wednesday. He says business down there is very dull.

It would be in order for Milton Shaffer and C. L. Stanton to strike up a horse trade.

Mrs. G. H. Foster visited her parents at No. 16 on Wednesday.

George Williams, of No. 2, and son Chubb, of No. 5, were in Scranton yesterday.

Andy Weidner, wife and child, of Carbondale, visited friends at No. 6 on Wednesday.

Presiding Elder Hiller preached a sermon to the G. A. R. boys in the Waymart M. E. church last Sunday evening.

Charles McMullen's child is getting better.

Chriss Shultz drove one of the company's horses at No. 5 this week, pulling ash cars.

Sam Foster, of No. 1, and Chip Miller, of the lower end, have been resting themselves on the highworks this week.

All the railroad men who have gardens are spending all their spare time planting them.

"Chriss Shultz drove one of the company's horses at No. 5 this week, pulling ash cars.

0923

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